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DIGEST OF PUBLIC LAW 90-483

RIVER BASIN MONETARY AUTHORIZATION ACT OF 1968. Authorizes the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control. Authorizes Corps of Engineers to make studies of the nature and scope of damages which result from stream bank erosion throughout the U. S., with a view toward determining the need for, and the feasibility of, a coordinated program of stream bank protection in the interest of reducing damages from deposits of sediment in reservoirs and waterways and other adverse effects of streambank erosion.

LEGISLATIVE HISTORY
Public Law 90-483
S. 3710

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INDEX AND SUMMARY OF S. 3710

June 28, 1968	Senate Public Works Committee reported S. 3710. Senate Report 1342. Print of bill and report.
July 1, 1968	Senate began debate on S. 3710.
July 2, 1968	Senate passed S. 3710 with amendments.
July 3, 1968	S. 3710 was referred to House Public Works Committee. Print of bill as referred.
July 10, 1968	House committee voted to report S. 3710.
July 11, 1968	House committee reported S. 3710 with amendment. House Report 1709. Print of bill and report.
July 15, 1968	House passed S. 3710 under suspension of rules.
July 18, 1968	Senate conferees were appointed on S. 3710.
July 19, 1968	House conferees were appointed on S. 3710.
July 26, 1968	Conferees agreed to file a report on S. 3710.
July 29, 1968	House received conference report on S. 3710. House Report 1819. Print of report.
July 31, 1968	House agreed to conference report.
Aug. 1, 1968	Senate agreed to conference report.
Aug. 23, 1968	Approved: Public Law 90-483.

DIGEST of Congressional Proceedings

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C. 20250
OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(FOR INFORMATION ONLY;
NOT TO BE QUOTED OR CITED)

Issued July 1, 1968
For actions of June 28, 1968
90th-2nd; No. 112

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HIGHLIGHTS: Senate passed continuing appropriations resolution. Senate committee reported road authorization bill. Senate ratified International Coffee Agreement. House committee voted to report Redwood National Park bill.

SENATE

1. APPROPRIATIONS. Passed without amendment H. J. Res. 1368, making continuing appropriations for fiscal year 1969 (pp. S7853-4). This bill will now be sent to the President.
2. PACKERS AND STOCKYARDS. Passed as reported H. R. 10673, to amend title III of the Packers and Stockyards Act, 1921, as amended (pp. S7930-1). This bill was reported with amendments during adjournment June 26 (S. Rept. 1331) (p. S7836).

3. ELECTRIFICATION. The Commerce Committee reported with amendments S. 2445, to amend part I of the Federal Power Act to clarify the manner in which the licensing authority of the Commission and the right of the United States to take over a project or projects upon or after the expiration of any license shall be exercised (S. Rept. 1338). p. S7839
4. FLOOD CONTROL. The Public Works Committee reported S. 3710, an original bill, authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes (S. Rept. 1342). p. S7839
5. COFFEE. Agreed to, 51-8, without amendment, the International Coffee Agreement. pp. S7927-30
6. LOANS. A subcommittee of the Agriculture and Forestry Committee approved for full committee consideration S. 1567, to facilitate the granting of long-term real estate and operating loans to young farmers. p. D618
7. EXPOSITIONS. Received from the Commerce Department a proposed bill to provide for Federal Government recognition of and participation in international expositions to be held in the United States; to Foreign Relations Committee. p. S7837
8. INFORMATION. Received from GAO, a report on the need to improve the cost-information system to achieve more economical supply programs. p. S7837
9. WATER RESOURCES. Received from the Army a proposed bill to authorize reimbursement for work by States and other non-Federal public bodies on authorized water resources projects; to the Public ^Works Committee. p. S7837
10. HARBORS. Received from the Army a proposed bill to authorize a Nationwide Study of Deep-Draft Ports and the Preparation of Harbor Plans; to the Public Works Committee. p. S7837
11. HUNGER. Sen. Mansfield criticized USDA distribution of food in Wibaux Co., Mont. and inserted local news stories and a departmental report. pp. S7856-7
Sen. McGovern praised American school food service volunteers efforts to combat hunger in developing countries. p. S7886
12. RECREATION. Sen. Moss inserted an article pointing out the need to develop additional recreation areas. p. S7858
13. RURAL DEVELOPMENT. Sen. Mansfield inserted a radio interview with Howard Bertsch, FHA administrator, on the need for rural development. p. S7880
14. POVERTY. Sen. Yarborough inserted his address before the Brookings Institution on the establishment of a Select Committee on Nutrition and Human Needs. pp. S7890-1

90TH CONGRESS }
2d Session }

SENATE

{ REPORT
{ No. 1342

PUBLIC WORKS AUTHORIZATIONS, 1968,
RIVERS AND HARBORS—FLOOD CONTROL
AND MULTIPLE-PURPOSE PROJECTS

R E P O R T
OF THE
COMMITTEE ON PUBLIC WORKS
UNITED STATES SENATE
TO ACCOMPANY
S. 3710



JUNE 28, 1968.—Ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON : 1968

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PUBLIC WORKS AUTHORIZATIONS, 1968, RIVERS AND HARBORS—FLOOD CONTROL AND MULTIPLE-PURPOSE PROJECTS

JUNE 28, 1968.—Ordered to be printed

Mr. RANDOLPH, from the Committee on Public Works,
submitted the following

REPORT

[To accompany S. 3710]

The Committee on Public Works, reporting an original bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having considered the same, reports favorably thereon and recommends that the bill do pass.

PURPOSE

The purpose of the bill is to authorize construction of certain navigation beach erosion control, flood control, multiple-purpose, and related projects on which favorable recommendations have been made by the Chief of Engineers; to provide for modification of the Fort Pierce beach erosion control project; amend the act of July 8, 1942, to permit the town of Marmet, W. Va., to construct a firehouse on land previously conveyed to the town by said act; to convey excess land to the State of West Virginia for park purposes; to convey land to the city of Buffalo, N.Y., for park purposes; to authorize a comprehensive beach erosion control survey; to amend the Illinois waterway project to provide for alteration of certain highway bridges; to declare Steele Bayou, La., to be a nonnavigable stream and to deauthorize the Steele Bayou navigation project; to authorize a review of the local cooperation requirements for the Ouachita and Black Rivers navigation project, Arkansas and Louisiana; to establish a general policy relating to collection and removal of drift and debris from Federal public harbors; to provide school facilities for workers engaged in the construction of the Dworshak Dam in Idaho; to reauthorize the Weber River flood

control project in Utah; to reauthorize the flood control project on the Pecos River at Carlsbad, N. Mex.; to modify the flood control project on the Gila River downstream from Painted Rock Reservoir, Ariz.; to provide for use of the condemnation powers of the Federal Government; to increase monetary authorizations available for prosecution of certain comprehensive river basin plans; and to authorize surveys of problems on streams throughout the United States in the interest of navigation, flood control, and other allied purposes, to be carried out by the Corps of Engineers. All the works of improvement authorized in this bill are to be prosecuted in accordance with existing law and stipulations contained in the appropriate documents as modified by certain comments and remarks contained herein.

HEARINGS

The Committee on Public Works held hearings for a total of 17 days on projects and reports that had been favorably recommended by the Chief of Engineers, on proposed legislation that had been referred to it, and on proposals for development of the water resources of the Nation. The hearings were initiated in September of 1967 and extended through May of 1968. During the course of the hearings, testimony was received from the Corps of Engineers, Members of Congress, Federal and State officials, representatives of local organizations, and from citizens interested in specific projects and proposals. The members of the committee devoted many long hours in the conduct of these hearings and in the consideration of the material thus presented. A total of 95 projects were scheduled by the committee and testimony was received from approximately 250 witnesses.

NEED FOR BILL

Over the years, the Congress has evolved a body of legislation establishing the Federal interest in civil works projects for many purposes. As a result of a number of authorizing acts, a considerable Federal program of such projects has been developed. However, many other problems and meritorious projects still await study and consideration. Continuing study and revision of the program in keeping with current and prospective needs are essential to sound regional and national development and to efficient use of the Nation's financial and natural resources. The projects contained in this bill are the results of such study. The bill is necessary to provide authorization for their undertaking, and for effective continuing undertaking of certain comprehensive river basin plans and programs previously authorized by the Congress.

GENERAL STATEMENT

The last general authorization bill was the act of November 7, 1966 (Public Law 89-789). It has been the policy of the Congress to consider authorization bills of this nature at intervals of from 2 to 4 years. Since the last authorization bill, many favorable reports on proposed projects have been transmitted to Congress by the Chief of Engineers. There are also several matters of general legislation which should be considered at this time.

The survey program forms the basis for the entire civil works program and should be kept current and abreast of the present needs of various areas and localities of our country. The bill includes authorization for additional surveys of flood control and navigation projects.

The projects recommended for authorization by the committee will prove to be a valuable addition to the existing Federal water resource program. The projects have been conceived and recommended by the Corps of Engineers to prevent or reduce the damages caused by rampaging flood waters; to provide water for municipal, agricultural, and industrial use; to generate hydroelectric power for our cities and farms; to provide recreational facilities; and to develop and improve the Nation's navigation facilities. Their early authorization will benefit the entire country.

The Federal civil works program under jurisdiction of the Corps of Engineers, embraces the works for improving rivers, lakes, coastal areas, and harbors of the United States in the interest of navigation, flood control, hydroelectric power development, water supply, pollution abatement, recreation, beach erosion control, and other allied water purposes. Much of this work has been carried on for over 140 years since the first appropriation by Congress in 1824. In the river and harbor and flood control legislation since that time Congress has delineated the policies, prescribed the procedures and authorized the water resources developments which constitute the present civil works program, and has delegated to the Corps of Engineers the duty of planning, providing, and administering the works involved therein.

Water transportation plays an important and useful part in the national economy. The Federal river and harbor program has produced the best system of navigable harbors and waterways possessed by any nation. Since Congress initiated the program in 1824, considerable sums of money have been appropriated for improving and maintaining the navigable waterways of the Nation. The resulting improved waterways carry a huge tonnage of foreign and interstate commerce, have made possible free, easy, and unobstructed interstate commerce, and have more than justified their provision.

Flood control as a Federal activity is of comparatively recent origin. Large-scale and effective Federal flood control operations in the Mississippi Valley date from 1928, and nationwide Federal operations began in 1936 with the enactment of the first general flood control act.

The present Federal flood control program includes over 800 flood prevention projects that are in operation, having been previously authorized by the Congress. These projects are located in nearly every State of the Union. The projects are chiefly multiple-use developments which are components of comprehensive river development plans for the conservation, control, and beneficial use of water in the best balanced interest of all elements involved.

BILL PROVIDES AUTHORIZATIONS ONLY

The committee desires to point out that this bill, while approving a number of meritorious and needed navigation and flood control projects throughout the Nation, does not appropriate any funds for their construction. Each project authorized herein must be considered at some future date by the Appropriations Committees of the Congress prior to any funds being made available for its prosecution. The committee believes that authorization of the recommended projects

will provide a valuable reservoir of public works improvements that can be drawn upon at any time, and particularly as the economy of the country demands. The committee stresses the fact that authorization of the projects recommended herein will have no effect on the present fiscal program since funds are not appropriated by this measure.

UNIFORM STANDARDS FOR WATER RESOURCE DEVELOPMENT

On October 6, 1961, President Kennedy directed a memorandum to the Secretaries of the Army, Interior, Agriculture and Health, Education and Welfare citing the need for an up-to-date set of uniform standards for the formulation and evaluation of water resource projects.

The memorandum from the Secretaries setting forth a statement of "Policies, Standards, and Procedures in the Formulation, Evaluation, and Review of Plans for Use and Development of Water and Related Land Resources" was approved by President Kennedy on May 15, 1962 for use by all Federal agencies in the formulation of Federal projects for the development of land and water resources under their jurisdiction. That memorandum was printed as Senate Document 97 of the 87th Congress.

Today, 6 years later, we still do not have uniformity. Some agencies evaluate indirect and secondary benefits; others do not, although the inclusion of such benefits in project formulation has been recognized Federal policy for 6 years.

Even within an agency there is lack of uniformity. Some types of benefits are considered only if the project under study requires the inclusion of such benefits in order to show economic justification. In some districts of the Corps of Engineers, for instance, no attempt is made to fully evaluate all project benefits. Once economic justification is established further efforts to evaluate project benefits are abandoned.

If the benefit-to-cost ratio is to serve any meaningful purpose the uniform standards prescribed for project evaluation should be followed by all agencies, and the data furnished the committees of Congress should accurately reflect all primary direct and indirect benefits as well as the secondary benefits as provided for in Senate Document 97.

The committee is greatly concerned with this matter and feels that any increase in the discount interest rate should appropriately give attention to a reconsideration and restatement of principles, standards, and procedures for economic analyses of Federal water and related land resource projects.

PROJECTS AND ITEMS CONSIDERED BY THE COMMITTEE BUT NOT INCLUDED IN THE BILL

Testimony was received on a number of projects during the course of public hearings held by the committee but were not included in the bill for various reasons including adverse recommendations by the Bureau of the Budget and lack of clearance by Federal and State agencies. Those favorable reports on proposed projects, on which testimony was received, but were not before Congress at the time the committee marked up the bill, will be considered for authorization at some future date.

A number of witnesses appeared before the committee urging modification of the existing water-hyacinth program to provide for control rather than eradication. The committee notes that the Corps of Engineers, the agency directed by the Congress to carry out this program, is opposed to any modifications in the law that would limit the extent of operations to eradicate the water-hyacinth and other obnoxious weeds.

The following is quoted from the testimony of the Corps of Engineers on this subject:

The popular conception that the edge of weed beds or marginal strips of vegetation along shorelines hold some amount of attraction and advantage for fish has gained substantial support in Florida.

This has resulted in a proposal by local interests and some members of the game and fresh water fish commission that the aquatic plant control program be modified to delete total control objectives which can be accomplished economically only by eradication of plants over substantial areas.

We do not discount the concept of certain advantages inherent in marginal vegetation but we cannot concur in the proposal to modify the objective or authority for eradication of water hyacinth.

The program of progressive control and eradication is based on conclusive findings that the disadvantages of substantial growths characteristic of water-hyacinth infestations far outweigh any marginal benefits for fish, and that partial treatment of dense stands leaving a residual source of rapid infestation is an uneconomical and ineffectual approach to controlling hyacinths throughout the South Atlantic and Gulf States.

Accordingly, we endeavor to proceed with control operations on a basin-by-basin approach beginning insofar as practicable at the headwaters and working downstream to establish as fully controlled a condition as possible in order to obtain the greatest possible benefits over the longest period of time at the least cost.

If the Florida interests desire that we proceed in a different manner such as leaving shoreline vegetation in place, it should be recognized that the costs of maintaining that degree of control would be exorbitant and result in making the program as a whole impracticable. The reproductive capacity of the water-hyacinth is such that 1 acre left along the bank may become 10 acres in one growing season.

We do not believe that such procedure would serve the best interests of the program in Florida, or in the other participating States seeking relief from water-hyacinth infestation.

The committee is in complete accord with the position of the Corps of Engineers on this matter and can find no justification for modifying the authorized water-hyacinth control program at this time.

MONETARY SUMMARY OF PROJECTS AND LIST OF PROJECTS BY STATES

The following tables summarize the number of projects contained in the bill, together with the total estimated Federal cost. The projects are itemized in detail in sections 101 and 203.

	Number	Amount
Title I:		
Navigation projects.....	19	\$569,357,000
Beach erosion control projects.....	1	680,000
Total, title I.....	20	570,037,000
Title II: Flood control, hurricane and multiple-purpose projects.....	38	1,088,284,000
Total, titles I and II.....	58	1,658,321,00
Title III: Basin monetary authorizations.....	13	469,000,000
Grand total, projects and basins.....	71	2,127,321,000

LIST OF PROJECTS BY STATES

<i>Project</i>	<i>Estimated Federal cost</i>
Alabama.....	None
Alaska:	
Navigation:	
Kake Harbor.....	\$1,760,000
King Cove Harbor.....	522,000
Sergius and Whitestone Narrows.....	3,030,000
Total.....	5,312,000
Flood control: Tanana River at Fairbanks.....	111,700,000
Total, Alaska.....	117,012,000
Arizona.....	None
Arkansas:	
Navigation: Red River Waterway. (<i>See Louisiana.</i>)	
Flood control:	
Belle Fountain Ditch and Drainage District No. 17, St.	
Francis River.....	4,638,000
Crooked Creek at Harrison.....	2,840,000
Lake Chicot.....	15,240,000
St. Francis River Basin.....	7,760,000
Total.....	30,478,000
Total, Arkansas.....	30,478,000
California:	
Navigation: Humboldt Harbor and Bay.....	2,430,000
Total.....	2,430,000
Flood control:	
Alhambra Creek.....	8,000,000
Cucamonga Creek.....	26,300,000
Feather River, vicinity of Chester.....	940,000
Sweetwater River.....	4,900,000
Total.....	40,140,000
Total, California.....	42,570,000

LIST OF PROJECTS BY STATES—Continued

<i>Project</i>	<i>Estimated Federal cost</i>
Colorado: Flood control, Bear Creek, South Platte River.....	32, 314, 000
Total, Colorado.....	32, 314, 000
Connecticut:	
Flood control:	
Norwalk River.....	2, 700, 000
Park River.....	30, 300, 000
Total, Connecticut.....	33, 000, 000
Delaware: Flood control, Delaware coast.....	5, 584, 000
Total, Delaware.....	5, 584, 000
District of Columbia.....	None
Florida:	
Navigation:	
Brevard County (beach erosion).....	680, 000
Fort Pierce (beach erosion).....	(1)
Total.....	680, 000
Flood control:	
Dade County.....	11, 805, 000
Hillsborough Bay.....	9, 909, 000
Total.....	21, 714, 000
Total, Florida.....	22, 394, 000
Georgia.....	None
Hawaii:	
Navigation: Harbors of refuge.....	1, 256, 000
Total.....	1, 256, 000
Flood control: Iao Stream.....	1, 660, 000
Total.....	1, 660, 000
Total, Hawaii.....	2, 916, 000
Idaho.....	None
Illinois:	
Navigation: Cal-Sag Bridges, pt. II. (<i>See</i> Indiana.)	
Flood control:	
Mississippi River—Cassville, Wis., to Mile 300.....	21, 300, 000
Wabash River (<i>See</i> Indiana.)	
Total.....	21, 300, 000
Indiana:	
Navigation: Cal-Sag Bridges, pt. II.....	33, 265, 000
Total.....	33, 265, 000
Flood control: Wabash River.....	115, 740, 000
Total.....	115, 740, 000
Total, Indiana.....	149, 005, 000

LIST OF PROJECTS BY STATES—Continued

<i>Project</i>	<i>Estimated Federal cost</i>
Iowa:	
Flood control:	
Big Sioux, vicinity of Sioux City.....	2, 750, 000
Mississippi River—Cassville, Wis., to Mile 300 (See Illinois.)	
Nishnabotna River at Exira.....	2, 040, 000
Total, Iowa.....	4, 790, 000
Kansas.....	None
Kentucky: Flood control:	
Devils Jump Dam and Reservoir.....	151, 000, 000
Southwest Jefferson County, Louisville.....	19, 800, 000
Total, Kentucky.....	170, 800, 000
Louisiana:	
Navigation:	
Atchafalaya River and Bayous Chene, Boeuf, and Black..	8, 645, 000
Red River Waterway.....	471, 223, 000
Total, Louisiana.....	479, 868, 000
Maine.....	None
Maryland.....	None
Massachusetts:	
Navigation:	
Fall River Harbor.....	8, 762, 000
Ipswich River.....	616, 000
Total, Massachusetts.....	9, 378, 000
Michigan:	
Navigation:	
Detroit River, Trenton Channel.....	31, 300, 000
Forestville Harbor.....	538, 000
Tawas Bay Harbor.....	466, 000
Total, Michigan.....	32, 304, 000
Minnesota: Flood control, South Branch, Wild Rice River, and Felton Ditch.....	1, 230, 000
Total, Minnesota.....	1, 230, 000
Mississippi:	
Flood control:	
Pascagoula River-Tallahala Creek.....	16, 360, 000
Yazoo River.....	52, 147, 000
Total, Mississippi.....	68, 507, 000
Missouri:	
Flood control:	
Belle Fountain Ditch and Drainage District No. 17, St. Francis River. (See Arkansas.)	
Little Blue River vicinity of Kansas City.....	38, 492, 000
Total, Missouri.....	38, 492, 000
Montana.....	None
Nebraska: Flood control: Papillion Creek and tributaries.....	26, 800, 000
Total, Nebraska.....	26, 800, 000

LIST OF PROJECTS BY STATES—Continued

<i>Project</i>	<i>Estimated Federal cost</i>
Nevada.....	None
New Hampshire: Flood control: Beaver Dam, Connecticut River.....	1, 185, 000
Total, New Hampshire.....	1, 185, 000
New Jersey.....	None
New Mexico.....	None
New York:	
Navigation:	
Cattaraugus Creek Harbor.....	1, 315, 000
Hempstead Harbor.....	703, 000
Port Jefferson Harbor.....	2, 455, 000
Wilson Harbor.....	198, 000
Total, New York.....	4, 671, 000
North Carolina:	
Flood control: Cape Fear River:	
Randleman Reservoir.....	19, 463, 000
Howards Mill Reservoir.....	12, 460, 000
Total, North Carolina.....	31, 923, 000
North Dakota: Flood control, Missouri River bank stabilization.....	4, 040, 000
Total, North Dakota.....	4, 040, 000
Ohio:	
Flood control:	
Licking River.....	32, 953, 000
Wabash River. (See Indiana.)	
Total, Ohio.....	32, 953, 000
Oklahoma: Navigation, Red River Waterway. (See Louisiana.)	
Oregon.....	None
Pennsylvania.....	None
Rhode Island:	
Navigation:	
Bristol Harbor.....	873, 000
Fall River Harbor. (See Massachusetts.)	
Total, Rhode Island.....	873, 000
South Carolina: Navigation: Cooper River-Charleston Harbor.....	(Language)
South Dakota: Flood control: Big Sioux River. (See Iowa.)	
Tennessee.....	None
Texas:	
Navigation:	
Red River Waterway. (See Louisiana.)	
Flood control:	
Aquilla Creek Watershed.....	23, 612, 000
Clear Creek.....	12, 600, 000
Navasota River.....	119, 707, 000
Pecan Bayou.....	24, 861, 000
Texas City and vicinity.....	10, 990, 000
Total, Texas.....	191, 770, 000
Utah: Flood control, Little Dell Reservoir.....	22, 664, 000
Total, Utah.....	22, 664, 000

LIST OF PROJECTS BY STATES—Continued

<i>Project</i>	<i>Estimated Federal cost</i>
Vermont.....	None
Virginia: Flood control, Rappahannock River (Salem Church Reservoir).....	79, 500, 000
Total, Virginia.....	79, 500, 000
Washington.....	None
West Virginia.....	None
Wisconsin.....	None
Wyoming.....	None

¹ No cost.

ANALYSIS OF TITLE I

SECTION 101

NAVIGATION

This section summarizes the project authorizations for navigation and beach erosion control works in title I. The initial table lists the projects, project document numbers, and estimated Federal costs. Pertinent information follows for each project.

NAVIGATION PROJECTS

Project	Document No.	Federal cost of new work
Atchafalaya River and Bayous Chene, Boeuf and Black, La.....	H. 155, 90th.....	\$8, 645, 000
Bristol Harbor, R.I.....	H. 174, 90th.....	873, 000
Cal-Sag Bridges, Indiana ¹	H. 45, 85th.....	33, 265, 000
Cattaraugus Creek Harbor, N.Y.....	H. 97, 90th.....	1, 315, 000
Coasts of Hawaiian Islands.....	H.—, 90th.....	1, 256, 000
Cooper River, Charleston Harbor, S.C.....	S.—, 90th.....	(Language)
Detroit River, Trenton Channel Mich.....	H. 338, 90th.....	31, 300, 000
Fall River Harbor, Mass and R.I.....	H. 175, 90th.....	8, 762, 000
Forestville Harbor, Mich.....	H. 183, 90th.....	538, 000
Hempstead Harbor, N.Y.....	H. 101, 90th.....	703, 000
Humboldt Bay and Harbor, Calif.....	H. 330, 90th.....	2, 430, 000
Ipswich River, Mass.....	H. 265, 90th.....	616, 000
Kake Harbor, Alaska.....	S. 70, 90th.....	1, 760, 000
King Cove Harbor, Alaska.....	S. 13, 90th.....	522, 000
Port Jefferson Harbor, N.Y.....	H. 277, 90th.....	2, 455, 000
Red River Waterway, La., Tex., Ark., and Okla.....	H. 304, 90th.....	471, 223, 000
Sergius and Whitestone Narrows, Alaska.....	S.—, 90th.....	3, 030, 000
Tawas Bay Harbor, Mich.....	H. 189, 90th.....	466, 000
Wilson Harbor, N.Y.....	H. 112, 90th.....	198, 000
Total navigation (19 projects).....		569, 357, 000

¹ See sec. 107.

BEACH EROSION PROJECTS

Brevard County, Fla.....	H.— 90th.....	\$80, 000
Total beach erosion (1 project).....		680, 000
Grand total (20 projects).....		570, 037, 000

ATCHAFALAYA RIVER AND BAYOUS CHENE, BOEUF, AND BLACK, LA.
(H. Doc. 155, 90th Cong.)

Location.—The lower Atchafalaya River and Bayous Chene, Boeuf, and Black are located in the coastal area of south central Louisiana in the vicinity of Morgan City about 60 to 70 miles west of New Orleans.

Authority.—Resolutions of the Senate and House Public Works Committees adopted June 16 and 23, 1964, respectively.

Existing project.—The Federal navigation project provides for a channel 20 feet deep and 200 feet wide from Atchafalaya Bay to the Gulf of Mexico. The Gulf Intracoastal Waterway crosses the Atchafalaya River just south of Morgan City; its existing dimensions are 12 by 125 feet. Other nearby projects are: Houma navigation channel, maintenance of channel 15 by 150 feet; Intracoastal Waterway, Mississippi River to Bayou Teche, La., channel 5 by 40 feet in Bayou Black. Also levees of the Atchafalaya River Floodway are in the area.

Navigation problems.—Inadequate depths and widths cause substantial increases in operating costs due to reduced speed and occasional groundings of tenders, barges, and tugs used in offshore drilling. Also existing channels are inadequate for the movement of large offshore drilling equipment constructed or repaired at the existing shipyards and to allow this large equipment to be brought inland during hurricanes.

Recommended plan of improvement.—Construction of a channel 20 feet deep over a bottom width of 400 feet from the vicinity of the U.S. Highway No. 90 crossing over Bayou Boeuf to the Gulf of Mexico via the Gulf Intracoastal Waterway, Bayou Chene, the Avoca Island-Cutoff Bayou drainage channel, the Lower Atchafalaya River, and the existing project across Atchafalaya Bay to the 20-foot depth contour in the Gulf of Mexico, and a 20- by 400-foot channel in Bayou Black and the Gulf Intracoastal Waterway from the major shipyard on Bayou Black at U.S. Highway No. 90 to Bayou Chene.

Estimated cost (price level of June 1966).—

Federal.....	¹ \$8, 645, 000
Non-Federal.....	881, 000
Total.....	¹ 9, 526, 000

¹ Excludes \$25,000 for aids to navigation;

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$345, 000	\$35, 000	\$380, 000
Maintenance and operation.....	911, 000		911, 000
Total.....	1, 256, 000	35, 000	1, 291, 000
Annual benefits:			
Saving to drilling rigs.....			888, 000
Saving in time to auxiliary vessels.....			600, 000
Reduced flood damages.....			42, 000
Total.....			1, 530, 000

Benefit-cost ratio.—1.2.

Local cooperation.—Provide all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project and for aids to navigation; accomplish all modifications to roads, bridges, pipelines, cables, and any other utilities and improvements necessary for the construction and subsequent maintenance of the project; hold and save the United States free from damages. Local interests have indicated that they are willing and able to comply with the required cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Louisiana: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The lower Atchafalaya River and Bayous Chene, Boeuf, and Black require increased depths and widths to serve the present and prospective movement of oilfield service vessels and large offshore oilfield drilling equipment. The committee notes that the proposed plan of improvement will facilitate more efficient and safer use of the channels with resultant savings well in excess of the costs.

BREVARD COUNTY, FLA.
(H. Doc. —, 90th Cong.)

Location.—Approximately in the center of Florida's Atlantic coast, south of Cape Kennedy.

Authority.—Senate Public Works Committee and House Public Works Committee resolutions adopted September 3, 1963 and April 14, 1964, respectively.

Existing project.—An authorized sand-transfer plant planned for Canaveral Harbor, expected to bypass littoral drift now trapped at that harbor, is compatible with the recommended project.

Erosion problem.—Considerable progressive erosion damage and lowering of the beach profile threatens upland improvements and reduces recreational beach area.

Recommended plan of improvement.—Artificial placement of beach fill along 2.8 miles of city of Cape Canaveral coast, and along 2.0 miles of Indian River and Melbourne Beach, to provide 50-foot berm at 10 feet elevation, mean low water, seaward of existing seawall or dune face and either separable plan may be constructed independently of the other.

Estimated cost (fall 1966 price level).—

Federal.....	\$680, 000
Non-Federal.....	683, 000
Total.....	1, 363, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$27, 700	\$27, 800	\$55, 500
Maintenance and operation.....	30, 500	30, 500	61, 000
Total.....	58, 200	58, 300	116, 500
Annual benefits:			
Beach recreation.....			355, 000
Land loss prevention.....			17, 200
Damage prevention.....			3, 700
Land enhancement.....			34, 600
Total.....			410, 500

Benefit-cost ratio.—

City of Cape Canaveral.....	5. 9
Indialantic and Melbourne Beach.....	2. 5
Total.....	3. 5

Local cooperation.—Contribute in cash 50 percent of the first costs, sums presently estimated at \$424,500 at the city of Cape Canaveral, and \$255,500 at Indialantic and Melbourne Beach, to be paid in a lump sum prior to start of construction, or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of costs to be made after actual ownership of beaches and actual costs have been determined; contribute in cash 50 percent of beach nourishment costs at Indialantic and Melbourne Beach for the first 10 years of project life, presently estimated at \$30,500 annually, such contributions to be made prior to each nourishment operation; provide without cost to the United States all lands, easements, rights-of-way including borrow areas, and relocations required for construction and subsequent nourishment of the project, now estimated at \$3,000; provide, after the first 10 years of project life, periodic nourishment of the restored beach at Indialantic and Melbourne Beach during the project life, as may be required to serve the intended purpose; maintain continued public ownership and use of the shore upon which the amount of Federal participation is based, and its administration for public use during the project life; control water pollution to the extent necessary to safeguard the health of bathers; and hold and save the United States free from damages that may result from the initial construction and periodic nourishment. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—This improvement will alleviate the loss of valuable beaches and will provide recreational opportunities needed in this area.

BRISTOL HARBOR, R.I.
(H. Doc. 174, 90th Cong.)

Location.—Bristol Harbor is located on the east side of Narragansett Bay, about 13 miles southeast of Providence, R.I.

Authority.—A resolution adopted by the Committee on Public Works of the House of Representatives on July 29, 1955.

Existing project.—There is no existing Federal project for the harbor.

Navigation problem.—The use of Bristol Harbor is hampered by southerly storms. Small boat navigation is hazardous during such storm periods and waterfront facilities and moored vessels often are damaged by storm waves.

Recommended plan of improvement.—The plan of improvement consists of a 1,600-foot long detached breakwater located strategically in the harbor mouth to block southerly storm waves. The structure would be of stone and would extend about 10 feet above mean low-water level.

Estimated cost (price level of June 1966).—

Federal.....	\$873, 000
Non-Federal.....	491, 000
Total.....	1, 364, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$35, 700	\$19, 500	\$55, 200
Maintenance.....	6, 600	None	6, 600
Total.....	42, 300	19, 500	61, 800
Annual benefits:			
Recreational boating.....			65, 400
Commercial navigation.....			24, 750
Waterfront protection.....			1, 500
Total.....			91, 650

Benefit-cost ratio.—1.5.

Local cooperation.—Contribute in cash 36 percent of construction cost, presently estimated at \$491,000; provide all lands, easements and rights-of-way required for construction and maintenance; hold and save the United States free from damage that may result from construction and maintenance of the project; maintain existing public landings; and establish regulations prohibiting waste discharge and pollution within the harbor by users thereof. Local interests have indicated willingness and ability to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Rhode Island: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

*Remarks.—*This improvement is needed as small boat navigation is hampered during storm periods, and waterfront facilities and moored vessels often are damaged during such storm periods.

CATTARAUGUS CREEK HARBOR, N.Y.

(H. Doc. 97, 90th Cong.)

*Location.—*Cattaraugus Creek flows into Lake Erie about 24 miles southwesterly of Buffalo Harbor, N.Y.

*Authority.—*Section 6 of the 1945 River and Harbor Act; section 7 of the 1946 River and Harbor Act; Senate Public Works Committee resolution approved January 6, 1950.

*Existing project.—*There are no existing Federal flood control or navigation projects in the Cattaraugus Creek Basin.

*Flood and navigation problem.—*Floods occur almost every year near the mouth of the creek from spring runoff and ice jams which restrict streamflows. A shifting sand and gravel bar across the creek entrance interferes with navigation, at times blocking it to all types of navigation.

*Recommended plan of improvement.—*Breakwaters in Lake Erie at the mouth of the creek, the final arrangements to be determined by further studies; entrance channel 100 feet wide and 8 feet deep from the lake to a maneuvering area; irregular shaped maneuvering area 300 feet by 600 feet, 6 feet deep and a channel 100 feet wide, from the maneuvering area upstream about 1,900 feet; a riprapped friction section extending about 750 feet upstream from the navigation channel through the New York Central Railroad bridge; levees on the left bank with total length of about 770 feet; and recreational facilities at the creek mouth for breakwater fishing.

Estimated cost (price level of September 1964).—

Federal.....	¹ \$1, 315, 000
Non-Federal.....	525, 000
Total.....	1, 840, 000

¹ Includes reimbursement of ½ the separable costs of recreational features, currently estimated at \$30,000

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$54,800	\$23,400	\$78,200
Maintenance and operation.....	¹ 20,500	18,500	39,000
Total.....	75,300	41,900	117,200
Annual benefits:			
Navigation.....			81,800
Flood damages prevented.....			50,200
Enhancement.....			1,700
Recreational fishing.....			16,500
Total.....			150,200

¹ Includes \$1,000 for maintenance-of-navigation aids.

Benefit-cost ratio.—1.3.

Local cooperation.—Contribute in cash 50 percent of that portion of the first cost of Federal construction allocated to navigation, such contribution presently estimated at \$525,000 to be paid either in a lump sum prior to initiation of construction, or in installments over the construction period; provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project and for aids to navigation upon the request of the Chief of Engineers, including suitable areas determined by the Chief of Engineers to be required in the general public interest for initial and subsequent disposal of spoil and any necessary retaining dikes, bulkheads, and embankments therefor, or the cost of such retaining works; hold and save the United States free from damages due to the construction and maintenance of the project; establish a competent and properly constituted public body empowered to prescribe and enforce regulations pertaining to flood control and to regulate the use and development of the harbor and related facilities, with the understanding that said facilities will be open to all on equal terms; provide and maintain without cost to the United States depths in the service channels to principal docks and berthing areas commensurate with those provided in the Federal project, and necessary mooring facilities and parking and service areas, including a launching ramp, sanitary facilities, and an adequate public landing or wharf, with provision for the sale of motor fuel, lubricants, and potable water, available to all on equal terms; contribute in cash 41 percent of the annual Federal maintenance costs, excluding aids to navigation, such contribution representing the costs allocated to flood control for channels and breakwaters, an amount presently estimated at \$13,500 annually; maintain and operate the flood control portion of the project above the navigation channel in accordance with regulations prescribed by the Secretary of the Army; prescribe and enforce regulations to prevent encroachment or obstruction on channels and rights-of-way necessary to proper functioning of the project for flood control; establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the waters of the harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control; and with respect to the recreational facilities, pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the cost

of modifications necessary to provide for recreational fishing on the breakwater, and one-half of the cost of associated access facilities, parking areas, and sanitary facilities, the amount involved being currently estimated at \$30,000, subject to final adjustment after actual costs have been determined; and bear all costs of maintenance, operation, and replacement of the modifications and associated facilities, the amount involved being currently estimated at \$3,000 on an average annual basis. The improvement for navigation and flood control may be undertaken independently of providing public recreational facilities for breakwater fishing whenever the required local cooperation for navigation and flood control has been furnished. Local interests have indicated a willingness to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

Appalachian Regional Commission: Favorable.

State of New York: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

*Remarks.—*The multiple types of benefits that would accrue to this project appear to fully justify its cost and the committee urges early construction.

COASTS OF THE HAWAIIAN ISLANDS (HARBORS FOR LIGHT-DRAFT VESSELS)

(H. Doc. —, 90th Cong.)

*Location.—*The harbors are located at communities on the Islands of Kauai, Oahu, and Maui.

*Authority.—*River and Harbor Acts of March 2, 1945, and May 17, 1950.

*Existing projects.—*There are no Federal navigation improvements at the recommended project sites. Federal navigation improvements have been constructed specifically for light-draft vessels at Manele Harbor on Lanai and Haleiwa Harbor, Oahu. In addition to Manele and Haleiwa Harbors, there are 21 light-draft vessel harbors along the coasts of Hawaii operated by the State and private interests.

*Navigation problem.—*There is need for additional protected harbors at various localities in the Hawaiian Islands for existing and future recreational and commercial fishing craft.

*Recommended plan of improvement.—*Provides for improvement of existing State operated light-draft vessel harbors at Kikiaola, Kauai; Ala Wai, Oahu; and Maalaea, Maui.

Estimated cost (1966 price base).—

Location	Federal	Non-Federal	Total
Kikiaola, Kauai.....	\$236,000	\$257,000	\$493,000
Ala Wai, Oahu.....	555,000	535,000	1,090,000
Maalaea, Maui.....	465,000	249,000	714,000
Total.....	1,256,000	1,041,000	2,297,000

Project economics and benefit-cost ratio.—

Location	Annual charges	Annual benefits	Benefit-cost ratio
Kikiaola, Kauai.....	\$24,800	\$45,300	1.8
Ala Wai, Oahu.....	48,000	267,600	5.6
Maalaea, Maui.....	34,400	80,700	2.3
Total.....	107,200	393,600	3.7

Local cooperation.—Contribute in cash a part of the first cost of construction of the general navigation facilities, to be paid in a lump sum prior to initiation of construction, subject to final adjustment after actual costs have been determined, as follows:

Location	Construction cost ¹	Local cash contribution	
		Percent	Present estimate
Kikiaola, Kauai.....	\$463,000	49.9	\$227,000
Ala Wai, Oahu.....	1,090,000	50.0	535,000
Maalaea, Maui.....	714,000	35.5	249,000
Total.....	2,267,000	44.6	1,011,000

¹ Excludes non-Federal costs for lands, easements, rights-of-way, and relocations.

Provide all necessary lands, easements and rights-of-way; provide and maintain all necessary berthing facilities including adequate depths in the berthing areas; maintain an adequate depth in the Ala Wai Harbor entrance channel; provide and maintain all necessary terminal facilities; accomplish any necessary utility or other relocations or alterations; and establish regulations prohibiting pollution of harbors by users thereof. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of Transportation: Favorable.

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Hawaii: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Remarks.—The committee notes that the recommended improvement is well justified and would aid significantly in fulfilling present and future light-draft vessel requirements in Hawaii.

COOPER RIVER, S.C. (SHOALING IN CHARLESTON HARBOR)
(S. Doc. —, 90th Cong.)

Location.—Charleston Harbor and vicinity on the Atlantic coast of South Carolina.

Authority.—Senate Public Works Committee Resolution adopted June 6, 1960.

Existing project.—Channel 35 feet deep from Atlantic Ocean to the Naval Weapons Annex (mile 19.8) with varying widths; a channel 35 feet deep and 500 feet wide through Town Creek; a connecting channel in Shem Creek 10 feet deep; and a channel 10 feet deep from Shem Creek to the Atlantic Intracoastal Waterway. The project includes two entrance jetties. The project provides authority for additional channel and anchorage works if found necessary in the interest of national defense, which have not been constructed.

Navigation problem.—A serious silting and shoaling problem has developed through diversion of silt-laden fresh water of the Santee River into the salt water of the harbor as a result of construction in 1942 by the South Carolina Public Service Authority, of Pinopolis Dam, powerplant and related facilities, under Federal Power Commission license.

Recommended plan of improvement.—The project provides for redirection of most of the Santee River waters from above Pinopolis Dam into the Santee River through a canal about 14 miles long. A hydroelectric plant of 84,000 KW capacity would generate power using the rediverted flow in the canal and compensate for the limitation in flow and loss of power at the existing Pinopolis powerplant. The plan also provides for related fish and wildlife features, including a herring lift, replacement of a fish hatchery, and a gated control structure. The project also provides that during the period prior to construction, the Secretary of the Army, acting through the Chief of Engineers, be authorized to negotiate with the South Carolina Public Service Authority with a view to limitation of releases from Pinopolis Dam to Cooper River and reimbursement to the Authority for the costs involved provided that such reimbursement shall not exceed estimated average Federal cost of maintenance of Charleston Harbor.

Estimated cost (1955 price level).—

Federal	¹ \$35, 381, 000
Non-Federal	
Total	35, 381, 000

¹ Non-Federal interests to bear one-half the separable cost allocated to fish and wildlife enhancement under the Recreation Act, currently estimated at \$240,000; however, these costs will be Federal if it is established that the construction is to serve a Federal fish and wildlife program (for example National Wildlife Refuge).

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1,496,000	(¹)	\$1,496,000
Operation, maintenance, and replacement.....	191,000	(¹)	191,000
Total.....	1,687,000	(¹)	1,687,000
Estimated net power betterment, deduct.....			² —417,000
Adjusted annual charges.....			1,270,000
Annual benefits:			
Harbors:			
Reduced dredging.....			2,500,000
Commercial navigation savings.....			100,000
Navy, savings.....			50,000
Fish and wildlife.....			100,000
Total.....			2,750,000

¹ Federal first costs which are reimbursable under provisions of Recreation Act. No breakdown available for operation and maintenance of fish and wildlife features.

² Reimbursable to Federal Government.

Benefit-cost ratio.—2.2.

Local cooperation.—Local interests are required to pay all betterments from increase in electric generating capacity provided, estimated at \$417,000 annually. South Carolina Public Service Authority agrees to cooperate if they are not adversely affected. Also, local interests may have to participate in the cost of a gated structure on the South Santee River for fish and wildlife purposes in accordance with Public Law 89-72, unless it is determined that the structure would serve primarily a Federal fish and wildlife program. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of South Carolina: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget recommends against authorization of the proposed project at this time, on the basis that the need therefor could be obviated by possible restrictions which might be imposed in relicensing of the Pinopolis powerplant in 1976. However, the Bureau does not object to an “early implementation” agreement until April 1, 1976, under which the Corps would purchase power for the Authority in return for restricted flows through Pinopolis, provided that the power cost would not exceed the benefits of reduced dredging.

Remarks.—The committee notes the high cost of maintenance dredging in Charleston Harbor and feels that action must be taken to reduce such costs. However, the committee is not convinced that the diversion plan proposed by the Chief of Engineers would be the most advantageous to the Federal Government and therefore has not recommended authorization of this feature at this time. The committee desires that the Chief of Engineers and the Secretary of the Army explore the problem at greater length with the Bureau of the Budget to determine if some equitable arrangement can be worked

out to solve this problem. The Secretary of the Army should notify the committee at the earliest practicable date as to any further mutually acceptable plan for relief of maintenance dredging in Charleston Harbor in order that action may be taken by the Congress. The proposal of the Chief of Engineers providing for negotiations with the South Carolina Public Service Authority to limit flows through Pinopolis Dam as an interim measure, which is concurred in by the Bureau of the Budget, appears to have merit and language authorizing this procedure has been included in the bill.

DETROIT RIVER, TRENTON CHANNEL, MICHIGAN
(H. Doc. 338, 90th Cong.)

Location.—Trenton Channel, on the westerly side of the lower Detroit River, serves the Detroit, Mich., area.

Authority.—House Public Works Committee Resolution adopted July 29, 1955.

Existing project.—The Trenton Channel has been improved from its upper end at Wyandotte to the upper Grosse Ile Bridge, a distance of about 6 miles, to a depth of 27 feet and width of 300 feet, thence for the next 5,100 feet, to a depth of 28 feet and width of 300 feet including a turning basin of similar depth; thence to a depth of 21 feet and a width of 250 feet to a point about 2,300 feet downstream from the lower Grosse Ile Bridge, including a turning basin of similar depth at the downstream end.

Navigation problem.—There is a need for extension of the deep-water channel from the end of the present 28-foot-depth channel to deep water in Lake Erie in order to provide fully loaded Great Lakes vessels with an alternative route between the Detroit area and Lake Erie.

Recommended plan of improvement.—Provides for an enlarged channel 28 feet deep and 300 feet wide in the lower Trenton Channel reach, a length of about 13,300 feet; a new channel 28 feet deep and 300 feet wide between the lower Trenton Channel reach and Gibraltar, a length of about 7,200 feet; a new turning basin 28 feet deep, about 1,500 feet long and 830 feet wide at Gibraltar; and necessary compensating dikes to maintain Great Lakes water levels at pre-project elevations.

Estimated cost (1967).—

Federal.....	\$31, 300, 000
Non-Federal.....	240, 000
Total.....	31, 540, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 341, 000	\$9, 800	\$1, 350, 800
Maintenance and operation.....	22, 000		22, 000
Total.....	1, 363, 000	9, 800	1, 372, 800
Annual benefits: Transportation savings.....			12, 623, 000

¹ This project will produce rock spoil which will be of considerable benefit in the construction of dikes for the dredge spoil containment areas that are expected to be required as a result of the current Great Lakes pilot study for the reduction of pollution. This benefit has not been evaluated and added to the savings claimed.

Benefit-cost ratio.—1.9.

Local cooperation.—Hold and save the United States free from damages due to construction and maintenance of the improvement; when and where needed, provide and maintain depths in berthing areas and access channels serving the terminals commensurate with the depths provided in the related project areas; accomplish alterations to the lower Grosse Ile Bridge and to submarine utility crossings as required by the improvement; construct a fully integrated steel plant at Gibraltar; provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project and for aids to navigation upon the request of the Chief of Engineers, including suitable areas determined by the Chief of Engineers to be required in the general public interest for initial and subsequent disposal of excavated materials and for compensating dikes; and establish regulations prohibiting discharge of pollutants in the waters of the channel by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control. Local interests are willing to provide these items.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Michigan: Favorable.

Comments of the Bureau of the Budget.—No objection. The Bureau recommends that annual cost sharing be undertaken by local interests until multiple use of the channel actually occurs.

Remarks.—This improvement is very well justified and will help develop the industrial potential of the Detroit area. In addition, the committee notes that the project will produce rock spoil which will be of considerable benefit in the construction of dikes for the dredge spoil containment areas that are expected to be required as a result of the current Great Lakes pilot study for the reduction of pollution. This benefit has not been evaluated and is in addition to the transportation savings cited in the report of the Chief of Engineers.

FALL RIVER HARBOR, MASS. AND R.I.

(H. Doc. 175, 90th Cong.)

Location.—The harbor area lies in southeastern Massachusetts and eastern Rhode Island, about 50 miles from Boston and 22 miles upstream from the entrance to Narragansett Bay.

Authority.—House Public Works Committee resolution adopted July 31, 1957.

Existing project.—The main channel is 35 feet deep and generally 400 feet wide. It extends for about 10.5 miles through Mount Hope Bay into Taunton River in Massachusetts with a shorter downstream branch channel leading from Mount Hope Bay to the Rhode Island shoreline at Tiverton. A 35-foot deep turning basin is also provided at the upper end of the Taunton River channel.

Navigation problem.—The major problems confronting navigation are due to inadequate depths which will not accommodate the larger, more efficient tankers and colliers now in widespread use in other harbors and the presence of two restrictive bridges across Taunton River which make navigation hazardous even for present vessel traffic.

Recommended project.—The project recommended calls for deepening the existing channels and turning basin from 35 to 40 feet and modification of one restrictive bridge. Channel width and alinement would remain essentially the same. The other bridge will be removed by local interests.

Estimated cost (1966 price level).—

Federal.....	\$8, 762, 000
Non-Federal.....	1, 347, 000
Total.....	10, 109, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$348, 700	\$53, 700	\$402, 400
Maintenance.....	23, 800	6, 000	29, 800
Total.....	372, 500	59, 700	432, 200
Annual benefits: Transportation savings.....		1, 522, 500	

Benefit-cost ratio.—3.5.

Local cooperation.—Provide all lands, easements, and rights-of-way required for construction and subsequent maintenance; hold and save the United States free from damages due to construction and maintenance of the project; provide and maintain adequate depths in approach channels and berthing areas; accomplish utility and other relocations or alterations as necessary; demolish and remove the Slades Ferry Bridge; assume a portion of the costs for altering the Brightman Street Bridge in accordance with the principles of section 6 of the Bridge Alteration Act of 1940, as amended. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Commonwealth of Massachusetts: Favorable.

State of Rhode Island: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget has no objection to the submission of the report to Congress. However, it states that vessels using the northern arm of the Tiverton Channel, about 1¼ miles long, serve only the Gulf Oil Corp. It believes that a question exists as to whether this segment of the project benefits more than a single user. The Bureau states that if the project is authorized, it expects further consideration be given this matter prior to any request for funds to initiate construction. If this segment is authorized for construction, the Bureau recommends that prior to expenditure of Federal construction funds, local interests agree to pay 50 percent of construction costs of the northern arm of the Tiverton Channel and that if cost sharing is not provided, construction of that segment of the Tiverton Channel shall not commence until such time as there are

additional users or the Secretary of the Army determines that there will be additional users within a reasonable period of time.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—Inadequate depths will not accommodate the larger, more efficient tankers and colliers now in widespread use. Also, the presence of restrictive bridges across Taunton River make navigation hazardous. This improvement will alleviate those problems.

FORESTVILLE HARBOR, MICH.
(H. Doc. 183, 90th Cong.)

Location.—The project will be at Forestville, on the southwest shore of Lake Huron in eastern Michigan, generally midway between Harbor Beach and Port Sanilac and about 100 miles north of Detroit.

Authority.—River and Harbor Act of 1945.

Existing project.—None.

Navigation problem.—There is need for more small-boat harbors along the shore of Lake Huron to meet the increasing demand of the boating public. In addition, there is need for a harbor-of-refuge between Port Sanilac and Harbor Beach to provide a haven for small boats caught on the lake during sudden storms.

Recommended plan of improvement.—The project consists of constructing two breakwaters with a total length of 2,240 feet and dredging a protected harbor area within to a depth of 8 feet. An entrance channel between the breakwaters of 10-foot depth would also be provided. Facilities to accommodate sport fishing from the main breakwater would also be provided.

Estimated cost (1965 price level).—

Federal.....	\$538, 000
Non-Federal.....	538, 000
Total.....	1, 076, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$21, 500	\$21, 500	\$43, 000
Maintenance.....	6, 800	1, 000	7, 800
Total.....	28, 300	22, 500	50, 800
Annual benefits:			
Recreational boating.....			53, 200
Breakwater fishing.....			8, 400
Total.....			61, 600

Benefit-cost ratio.—1.2.

Local cooperation.—Contribute in cash 50 percent of construction costs of general navigation facilities, excluding navigation aids, presently estimated at \$498,000; provide all lands, easements, rights-of-way and provide or pay for any spoil containment works; hold and save the United States free from damages due to construction and maintenance of the project; establish a public body to regulate the use and growth of the harbor; provide and maintain adequate berthing areas, mooring facilities and service areas; establish regulations prohibiting pollution of the harbor by the users thereof; contribute in cash 50 percent of the facilities provided for breakwater fishing, presently estimated at \$40,000; and bear all costs for maintenance, operation and replacement of breakwater fishing facilities. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Michigan: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The committee recognizes the need for this project to provide a harbor of refuge for the boating public and to help meet the ever-increasing demand for more small-boat harbors along the Great Lakes.

HEMPSTEAD HARBOR, N.Y.
(H. Doc. 101, 90th Cong.)

Location.—This harbor is located in the towns of North Hempstead and Oyster Bay in Nassau County, N.Y., and is on the north shore of Long Island about 25 miles northeast of the Battery, New York City.

Authority.—House Public Works Committee resolution adopted August 15, 1961.

Existing project.—Provides for a channel 6 feet deep and 100 feet wide from the entrance for a distance of about 5,000 feet; thence 80 feet wide for 3,200 feet; thence 50 to 70 feet wide to the head of navigation, a distance of 1,700 feet. The total length of the channel is about 2 miles.

Navigation problem.—The present depths restrict full loading of vessels in all reaches of the channel. A tanker requiring a depth of 12 feet under present conditions incurs an average delay of 1 hour. Groundings of vessels also occur due to insufficient depths.

Recommended plan of improvement.—Provides for a channel 13 feet deep at mean lower water, and 150 feet wide from deep water in the

harbor to the North Hempstead Turnpike viaduct, a distance of approximately 2.1 miles, and a turning basin off the west side of the channel near the head of the improvement 9 feet deep at mean low water, 190 feet in net width and 470 feet in maximum length, subject to the condition that no dredging of the channel shall be done within 50 feet of any established pierhead line, wharf or other structure.

Estimated cost (price level of July 1965).—

Federal.....	\$703, 000
Non-Federal.....	0
Total.....	703, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$29, 100		\$29, 100
Maintenance and operation.....	18, 900		18, 900
Total.....	48, 000		48, 000
Annual benefits: Transportation savings.....			117, 100

Benefit-cost ratio.—2.4.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way required for construction and maintenance of the project and for construction and maintenance of aids to navigation upon the request of the Chief of Engineers; hold and save the United States free from damages due to the construction and maintenance of the project; provide and maintain without cost to the United States depths in berthing areas and local access channels serving the terminals, commensurate with the depths provided in the related project areas; accomplish without cost to the United States such utility or other relocations or alterations as necessary for project purposes; and establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the waters of the harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of New York: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—This improvement would provide sufficient depths to permit full loading of vessels.

HUMBOLDT HARBOR AND BAY, CALIF.
(H. Doc. 330, 90th Cong.)

Location.—Humboldt Bay is located on the Pacific coast about 225 nautical miles north of San Francisco and about 156 nautical miles south of Coos Bay, Oreg.

Authority.—Resolutions of the Committee on Public Works, House of Representatives, adopted March 30, 1955, and June 30, 1960.

Existing project.—The existing project provides for two rubble-mound jetties at the bay entrance; a 40-foot deep bar and entrance channel; the North Bay Channel, 30 feet deep and 400 feet wide to mile 4.29; Eureka Channel, 30 feet deep and 400 feet wide from mile 4.29 to mile 5 and 26 feet deep and 400 feet wide to mile 6.3; Somoa Channel, 30 feet deep and 300 feet wide. In the South Bay, the Fields Landing Channel, 26 feet deep and 300 feet wide, extends to mile 3.16 and terminates in a turning basin with dimensions 600 feet by 800 feet by 26 feet. The authorized project also provides for a channel 18 feet deep and 150 feet wide to Arcata wharf in the north bay. This wharf is abandoned and the channel is no longer used.

Navigation problem.—The existing project depths and channel dimensions do not meet the requirements of present and future water borne commerce. Project depths are hazardous for modern deep-draft vessels that carry lumber as general cargo in the intercoastal and foreign trades.

Recommended plan of improvement.—Provides for deepening the North Bay Channel to 35 feet with widening at the bends at channel miles 0.75 and 2.6; deepening the Somoa Channel to 35 feet; deepening the outer reach of the Eureka Channel to 35 feet; and dredging of a 1,200-foot square anchorage area in the North Bay to a depth of 35 feet.

Estimated cost (price level of July 1965).—

Federal.....	\$2, 430, 000
Non-Federal.....	613, 000
Total.....	3, 043, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$100, 000	\$25, 000	\$125, 000
Maintenance and operation.....	14, 000		14, 000
Total.....	114, 000	25, 000	139, 000
Annual benefits:			
Damages prevented.....			10, 000
Savings in transportation costs.....			139, 000
Total.....			149, 000

¹ Includes \$1,000 for maintenance of navigation aids.

Benefit-cost ratio.—1.1.

Local cooperation.—Provide and maintain adequate wharf and terminal facilities open to all on equal and reasonable terms; provide and maintain depths in the berthing areas and local access channels commensurate with the depths provided in the related project chan-

nels; provide all lands, easements, and rights-of-way; hold and save the United States free from all claims for damages to wharves, piers, and other marine and submarine structures due to initial dredging work and subsequent maintenance dredging; and accomplish all alterations as may be required to sewer, water supply, drainage, cableways, and other utility facilities. Local interests have indicated willingness and ability to provide the required cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of California: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau of the Budget would expect a reanalysis of the benefits and costs prior to any request for construction funds. Subject to consideration of this comment, the Bureau has no objection to submission of the report to Congress.

*Remarks.—*Existing navigation facilities are inadequate in view of the increased size of vessels, and present and future waterborne commerce requirements.

IPSWICH RIVER, MASS.
(H. Doc. 265, 90th Cong.)

*Location.—*Ipswich River is located in northeastern Massachusetts about 40 miles north of Boston and is a tributary to Plum Island Sound.

*Authority.—*A resolution adopted by the Committee on Public Works of the House of Representatives on August 14, 1969.

*Existing project.—*The existing Federal project was adopted in 1886 and provides for a channel 4,000 feet long, 60 feet wide, and 4 feet deep through two sand bars in the upper portion of the tidal section of the river.

*Navigation problems.—*Shoaling at the river mouth and along the lower reach of channel restricts boating use and forces commercial vessels to await favorable tides. In addition, there is a lack of adequate anchorage areas along the channel to accommodate the increasing boating demand.

*Recommended plan of improvement.—*The plan of improvement consists of a channel about 2.5 miles long, 60 feet wide and 6 feet deep, extending from Plum Island Sound to the vicinity of Nabby Point; two anchorage areas of 6-foot depth, one located at the upper end of the channel and the other near the lower end in Neck Cove; and a jetty on the south side of the river mouth extending about 1,400 feet into the sound to prevent entrance shoaling.

Estimated cost (price level of March 1967).—

Federal.....	¹ \$616, 000
Non-Federal.....	277, 000
Total.....	893, 000

¹ Excludes \$15,000 for navigation aids.

Project economics.—

	Federal ¹	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$24, 500	\$11, 000	\$35, 500
Maintenance.....	19, 500	0	19, 500
Total.....	44, 000	11, 000	55, 000
Annual benefits:			
Recreational boating.....			63, 500
Commercial fishing.....			40, 000
Total.....			103, 500

¹ Excludes annual charges of \$2,000 for navigation aids.

Benefit-cost ratio.—1.8

Local cooperation.—Contribute in cash 31 percent of construction cost, presently estimated at \$277,000; provide all lands, easements, and rights-of-way required; hold and save the United States free from damages due to construction and maintenance of the project; establish a public body to regulate the use and growth of the harbor; provide and maintain all necessary berthing areas and mooring and service facilities; and establish regulations to prevent pollution of the river by the navigation users thereof. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Massachusetts: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The propose improvement is needed to provide adequate anchorage areas along the channel to accommodate the increasing boating demand. Another serious problem which would be alleviated is shoaling at the river's mouth and along the lower reach of the channel.

KAKE HARBOR, ALASKA

(S. Doc. 70, 90th Cong.)

Location.—The town of Kake is in southeastern Alaska, 39 miles west of Petersburg and about 850 miles northwest of Seattle.

Authority.—Senate Committee on Public Works resolution adopted August 23, 1961.

Existing project.—There is no Federal project at Kake. In 1940 a Civilian Conservation Corps project for construction of a breakwater was initiated; however, the work was not completed. A State main-

tained wharf extending 600 feet from shore has been constructed on top of the partially completed breakwater.

Navigation problem.—The existing harbor offers little protection to the fishing fleet. The prevailing southeast winds cause considerable damage; however, the most severe storms come from the west and northwest, usually developing at night after a sudden shift of direction.

Recommended plan of improvement.—Provides for a 1,580-foot west breakwater and a 900-foot south breakwater to protect a mooring area having adequate existing depths.

Estimated cost (price level of September 1966).—

Federal.....	\$1, 760, 000
Non-Federal.....	6, 000
Total.....	1, 766, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$70, 000	\$200	\$70, 300
Maintenance and operation.....	4, 000	0	4, 000
Maintenance of navigational aids.....	300	0	300
Total.....	74, 400	200	74, 600
Annual benefits: Commercial fishing.....			135, 400

Benefit-cost ratio.—1.8.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold the United States free from damages; provide and maintain without cost to the United States necessary mooring facilities and utilities including a public landing with suitable supply facilities open to all on equal terms; maintain adequate depth in the berthing area; accomplish required utility relocations; and establish regulations concerning discharge of untreated sewage, garbage, and other pollutants in the waters of the harbor by the users thereof. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Alaska: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The proposed improvements would provide protection to the local fishing fleet. The committee considers that the improvement is needed and well justified by the anticipated benefits.

KING COVE HARBOR, ALASKA
(S. Doc. 13, 90th Cong.)

Location.—King Cove is located on the south coast of the Alaska Peninsula, about 650 miles southwesterly of Anchorage and 400 miles southwesterly of Kodiak.

Authority.—Senate Committee on Public Works resolution adopted August 16, 1960.

Existing project.—There is no existing Federal project at King Cove.

Navigation problem.—The fishing boats operating in the King Cove area lack sheltered anchorage. King Cove is subjected to heavy winds and waves during storm periods. The Aleutian Island-Southwestern Alaska area is one of the most prominent storm producing areas of the world. The town is reliant upon the harvesting and processing of salmon, king crab, and halibut.

Recommended plan of improvement.—Provides for a 15-foot deep anchorage basin about 11 acres in area, an entrance channel 125 feet wide and 15 feet deep, an earthfill training dike, and a rockfill groin.

Estimated cost (price level of April 1966).—

Federal.....	\$522, 000
Non-Federal.....	5, 000
Total.....	527, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$21, 000	\$200	\$21, 200
Maintenance and operation.....	10, 000	0	10, 000
Maintenance, navigation aids.....	500	0	500
Total.....	31, 500	200	31, 700
Annual benefits: Commercial fishing.....			143, 750

Benefit-cost ratio.—4.5.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save the United States free from damages; provide and maintain at local expense adequate public terminal and transfer facilities open to all on equal terms; accomplish required utility alterations; and establish regulations concerning discharge of untreated sewage, garbage, and other pollutants in the waters of the anchorage by users thereof. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Alaska: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of 6 January 1967 submitting to you a draft bill to amend Section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The Committee is cognizant of the importance of protecting the fishing fleet which is the mainstay of the local economy, and considers that the proposed improvements would meet this need.

PORT JEFFERSON HARBOR, N.Y.
(H. Doc. 277, 90th Cong.)

Location.—The harbor is along the north shore of Long Island, about 56 miles east of the Battery in New York City.

Authority.—House Public Works Committee resolution adopted July 31, 1957.

Existing project.—The existing Federal project provides a channel 16 feet deep, 300 feet wide, and 2,600 feet long. Local interests deepened the channel to 26 feet and extended it a length of 2 miles. The present channel extends from deep water in Long Island Sound to terminals at the head of the harbor in the town of Port Jefferson.

Navigation problem.—The major problem is due to inadequate channel depth, which precludes efficient use of the larger, more economical tankers coming into more prevalent use throughout the Nation. In addition, there is need for more maneuvering and turning room for these large ships.

Recommended plan of improvement.—The project would provide for deepening the channel to 40 feet, widening it to 350 feet, and providing a 30-foot deep turning basin 700 feet by 1,400 feet at the head of the channel.

Estimated cost (1966 price level).—

Federal.....	\$2, 455, 000
Non-Federal.....	0
Total.....	2, 455, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$98, 000	0	\$98, 000
Maintenance.....	5, 000	0	5, 000
Total.....	103, 000	0	103, 000
Annual benefits: Transportation savings.....			613, 000

Benefit-cost ratio.—6.

Local cooperation.—Provide all lands, easements, and rights-of-way required for construction and maintenance, including any necessary spoil areas and containment works or bear the costs thereof; hold and save the United States free from damages due to project construction and maintenance; and, provide and maintain adequate approach channels and berthing areas and modify terminal facilities as necessary to secure full advantage of the deeper channel to be provided. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—The Secretary of the Army states that non-Federal entities may be interested in developing alternative facilities for transporting petroleum in this area, accordingly, if the project is authorized the Chief of Engineers will review this matter during the preconstruction planning stage and will report his findings to the Secretary prior to seeking funds for construction. Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—This improvement is urgently needed to alleviate the problems of inadequate channel depths and will provide for more maneuvering and turning room for the larger ships.

RED RIVER BELOW DENISON DAM, LA., ARK., OKLA., AND TEX. (H. Doc. 304, 90th Cong.)

Location.—The Red River Basin below Denison Dam, exclusive of the Ouachita-Black sub-basin, covers 29,500 square miles of gently rolling terrain in Louisiana, Arkansas, Oklahoma, and Texas.

Authority.—Resolutions of the Senate and House Public Works Committees adopted September 12, 1959, and February 24, 1960, respectively.

Existing project.—The authorized plan for flood control in the Red River Basin below Denison Dam includes 17 dams and reservoirs, of which 13 are existing or under construction. The plan also includes levee protection on the main stem downstream from Index, Ark., together with channel stabilization where levee setbacks are impossible or uneconomical. It also includes channel improvements on many tributaries below Denison Dam. The authorized but unconstructed Overton-Red Waterway provides for a navigable channel 9 feet deep and 100 feet wide mostly in a land cut along the right bank of the Red River flood plain to Shreveport, La. Also, reconstruction of Caddo Dam on Cypress Bayou upstream from Shreveport was authorized in 1965.

Navigation and bank erosion problem.—The Red River is characterized by wide fluctuations in stage as well as by caving banks and unpredicable shoaling conditions adverse to the interests of navigation. Many acres of productive land are lost to the river each year due to caving banks, and improvements must be either relocated or abandoned. Commercial traffic on the Red River is negligible above the mouth of the Black River. A need for low-cost bulk transportation exists and this is expected to increase with economic growth of the area.

Recommended plan of improvement.—The recommended plan of improvement provides for bank stabilization of the Red River from the Mississippi River to Denison Dam a distance of about 530 miles. The plan further provides for a 9-foot by 200-foot slackwater navigation channel about 294 miles long in the main channel of the Red River, in lieu of the authorized Overton-Red route via land cut on the right bank, from the Mississippi River to Shreveport, thence via Twelvemile and Cypress Bayous to the vicinity of Daingerfield, Tex. Nine locks and dams, including locks at two existing dams (Caddo Dam and Ferrells Bridge Dam), will furnish the necessary lift of about 225 feet. Recreation facilities would also be provided at intervals along the improved waterway.

Estimated cost (price level of June 1964).—

Federal.....	\$471, 223, 000
Non-Federal.....	51, 687, 000
Total.....	522, 910, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Bank stabilization, Mississippi River to Denison:			
Interest and amortization.....	\$6, 327, 200	\$1, 290, 800	\$7, 618, 000
Maintenance, operation, and replacements.....	1, 177, 800	2, 410, 200	3, 588, 000
Subtotal.....	7, 505, 000	3, 701, 000	11, 206, 000
Navigation, Mississippi River to Daingerfield:			
Interest and amortization.....	11, 956, 500	687, 700	12, 644, 200
Maintenance, operation, and replacements.....	2, 490, 500	264, 300	2, 754, 800
Subtotal.....	14, 447, 000	952, 000	15, 399, 000
Annual benefits:			
Bank stabilization, Mississippi River to Denison:			
Bank stabilization.....			10, 145, 100
Flood damage reduction.....			177, 200
Recreation.....			1, 995, 600
Area redevelopment.....			1, 177, 900
Subtotal.....			13, 495, 800
Navigation, Mississippi River to Daingerfield, Tex.:			
Transportation savings.....			17, 023, 000
Recreation.....			909, 100
Water quality and reduced pumping costs.....			118, 900
Area redevelopment.....			1, 776, 100
Subtotal.....			19, 827, 100

Benefit-cost ratio.—

Bank stabilization, Mississippi River to Denison.....	1. 2
Navigation, Mississippi River to Daingerfield.....	1. 3

Local cooperation.—

Bank stabilization: Furnish all lands, easements and rights-of-way, including lands for recreational development; hold and save; maintain project works upstream of the navigation improvements at Shreveport; make relocations of utilities, bridges (except railroad), sewers, pipelines, and any other alterations; and in addition for the reach from Index, Ark., to Denison Dam, provide a cash contribution for land enhancement amounting to 26.1 percent of the estimated Federal cost of construction, such contribution being now estimated at \$20,127,000.

Navigation: Furnish all lands, easements, and rights-of-way including lands for recreational development; hold and save free from damages including those resulting from dredging, changes in ground water level, and wave action; provide a proportionate share of the cost of bridge alterations over existing channels; assume all obligations of owning, maintaining, and operating all railway and highway bridges altered or constructed as part of the navigation project; make alterations in pipelines, and in sewer, water supply, drainage, and other utility facilities, as well as their maintenance; provide and maintain adequate public terminal and transfer facilities open to all on equal terms; obtain water rights that may be necessary for operation in the interest of navigation.

Recreation facilities: Make contributions to bring the non-Federal share of recreation development to at least 50 percent of the total first cost of that development; operate and maintain the recreational areas and facilities, except that facilities which are integral parts of a structure operated and maintained by the Federal Government shall be operated and maintained under whatever cost-sharing arrangement applies to the basic structure; and assure access to recreational developments to all on equal terms.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Comments are generally favorable. The Department raised a question relative to project effects on ground water and on agricultural operation adjacent to the river. The Chief of Engineers has assured the Department that consideration will be given during design studies to the project effects and possible measures to minimize adverse effects.

Department of Commerce: Comments are generally favorable. The Bureau of Public Roads is of the opinion that the assignment of bridge costs to local interests in accordance with the principles of the Truman-Hobbs Act is inappropriate where there is a shallow narrow stream that has not been navigated. The Bureau also notes that possible additional costs should be considered for the navigation reach below Shreveport because of the probable reconstruction of seven bridges which do not have horizontal clearances for a 200-foot channel, and also because of possible additional bridges. The Chief of Engineers believes that navigation cost apportionment is in accordance with congressional policies expressed in legislation applicable to projects for general navigation to insure a fair and equitable apportionment of bridge alteration costs. With regard to possible future improvement of existing bridges or possible additional bridges, the Chief of Engineers believes that it was not equitable to allow costs for possible but unknown future effects on facilities beyond those that are existing, under construction, being planned, or subject to reasonable estimation.

Department of Health, Education, and Welfare: Favorable.

Federal Power Commission: Favorable.

State of Louisiana: Generally favorable. The Wildlife and Fisheries Commission noted that waste discharges by cities and installations should be controlled, to which the Chief of Engineers responded that the corps would work with the responsible

State agency in its efforts to control pollution. The State requested deletion of the requirement of local cooperation wherein maintenance of bank stabilization works in the reach from Shreveport to Index, Ark. is a non-Federal responsibility. The cost sharing for the improvements between Shreveport and Index recommended by the Chief of Engineers was developed in accordance with the policy for projects providing localized flood protection, such as levees, channel improvements and bank erosion protection.

State of Arkansas: Favorable.

State of Oklahoma: Generally favorable.

State of Texas: Generally favorable. Concerns expressed relate to authorization limitations which might endanger completion of the full project, and certain adjustments in cost and benefit allocations between project reaches and an adjustment in the cost sharing for the reach from Index upstream to Denison Dam. The Chief of Engineers believes that an economic restudy of the upper navigation reach from Shreveport to Daingerfield, Tex., prior to construction will provide a valuable service to the Congress and the executive branch for a project of this magnitude and will also provide local interests an opportunity to reevaluate their positions with respect to local cooperation requirements. The Chief of Engineers also believes the cost and benefit allocations between project reaches appropriate and that the various cost-sharing requirements, including the reach from Index to Denison Dam, are consistent with policies approved by Congress in past authorizations of similar projects.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that the recommended waterway segment between Shreveport, La., and Daingerfield, Tex., is economically justified by only a narrow margin and the Bureau concurs with the recommendation of the Chief of Engineers for an economic restudy of this reach of the waterway prior to initiation of construction. The Bureau also believes the study should reflect the extent of Federal interest in the maintenance and operation of the existing Caddo Dam in Louisiana. Furthermore, the Bureau expresses concern over the precedent which would be established by the recommended project for bank stabilization between Index, Ark., and Denison Dam, and expresses the belief that bank stabilization should not be a Federal responsibility unless directly related to navigation or flood control. Subject to consideration of the above, the Bureau of the Budget advises there would be no objection to the submission of the proposed report to the Congress.

Comments of the Secretary of the Army.—The Secretary of the Army concurs with the views of the Bureau of the Budget. However, with respect to bank stabilization, the Secretary has requested the Chief of Engineers to develop a proposal for a general policy for consideration by all concerned.

Remarks.—The committee notes the recommended improvement is the culmination of efforts over a period of many years to extend low cost bulk transportation to portions of the Red River Basin in Louisiana and Texas. The recommended bank stabilization works will prevent the destruction of valuable agricultural lands from the ravages of a meandering stream. The entire plan is considered vital to the preservation and development of the basin downstream from

Denison Dam. However, the committee agrees with the Bureau of the Budget in its concern over the precedent which would be established by Federal construction of bank stabilization works from Index, Ark., to Denison Dam, Tex., where neither flood control nor navigational benefits are involved, and accordingly has included language in the bill directing the Secretary of the Army to reexamine the Federal responsibility for such work.

In addition the committee has considered the recommendations of the Chief of Engineers and the Bureau of the Budget regarding a review of the economics of the Daingerfield, Tex., to Shreveport, La., segment of the Red River bank stabilization and navigation project prior to commencing actual construction. It is the feeling of the committee that such a review is automatic under existing regulations and, therefore, additional language to this effect is not necessary in connection with the authorization of this project. It is felt that the report of the Chief of Engineers covers this matter adequately.

SERGIUS AND WHITESTONE NARROWS, ALASKA
(S. Doc. —, 90th Cong.)

Location.—Sergius and Whitestone Narrows, located in southeastern Alaska, are in the network of channels which comprise the inside passage from the Pacific Northwest to and within southeastern Alaska. Whitestone Narrows lies about 15 miles north of Sitka at the south entrance to Neva Strait. The Sergius Narrows passage lies 4 miles into Peril Strait above its junction with Neva Strait, and is about 27 miles northeast of Sitka.

Authority.—Two resolutions of the Senate Committee on Public Works, both adopted April 10, 1963.

Existing project.—There is no existing project in the Sergius Narrows passage. The existing project for Whitestone Narrows consists of a channel 200 feet wide and 24 feet deep between two rock obstructions in Neva Strait.

Navigation problem.—The major problem at Sergius Narrows is the narrowness of the passage and presence of a rock reef which requires abrupt maneuvering in a dangerously constricted area with strong tidal currents. At Whitestone Narrows, rock outcrops at both ends of the passage limit the usable channel width and require changes of course in the constricted reach and in strong tidal currents.

Recommended plan of improvement.—The recommended plan provides for modification of the existing 24-foot-deep channel at Whitestone Narrows by increasing the channel width from 200 to 300 feet, and the construction of a channel 24 feet deep and 450 feet wide at Sergius Narrows. The work would consist of removing rock reefs at both locations to eliminate difficult and hazardous passage caused by narrow rocky channels and strong tidal currents.

Estimated cost (1967 price base).—

Federal.....	\$3, 030, 000
Non-Federal.....	0
Total.....	3, 030, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$123,600	0	\$123,600
Maintenance and operation ¹	0	0	0
Maintenance navigation aids ¹	0	0	0
Total.....	123,600	0	123,600
Annual benefits:			
Lower operating costs.....			340,000
Damage prevention.....			71,000
Total.....			411,000

¹ No additional funds required.

Benefit-cost ratio.—3.3.

Local cooperation.—Local interests are required, prior to construction, to agree to hold and save the United States free from damages due to the construction and maintenance of the improvements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

State of Alaska: Favorable.

Comment of the Bureau of the Budget.—No objection.

Remarks.—The committee notes the substantial benefit-cost ratio, and that the recommended project for navigation would improve what is now a difficult and hazardous passage to southeast Alaska.

TAWAS BAY HARBOR, MICH.

(H. Doc. 189, 90th Cong.)

Location.—The project will be at East Tawas State Park, on Tawas Bay in Lake Huron, adjacent to the community of East Tawas, Mich.

Authority.—House Committee on Public Works resolution adopted March 8, 1945 and River and Harbor Act of 1945.

Existing project.—None.

Navigation problem.—There is a need for enlarging the existing State boat harbor at East Tawas State Park to accommodate increasing boating demand and there is also a need for a harbor-of-refuge along the coast of Lake Huron in this vicinity.

Recommended plan of improvement.—The project consists of a U-shaped breakwater extending about 1,800 feet southerly and easterly into Tawas Bay from the end of the existing State pier. Facilities to accommodate sport fishing from the breakwater would also be provided.

Estimated cost (1966 price level).—

Federal.....	\$466,000
Non-Federal.....	465,000
Total.....	931,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$18,500	\$18,500	\$37,000
Maintenance.....	2,400	0	2,400
Total.....	20,900	18,500	39,400
Annual benefits:			
Recreational boating.....			78,000
Breakwater fishing.....			40,000
Total.....			118,000

Benefit-cost ratio.—

Local cooperation.—Contribute in cash 50 percent of the construction costs of general navigation facilities, excluding navigation aids, less 50 percent of the local cost for providing parking facilities for breakwater fishermen, such contribution presently estimated at \$458,500; provide all lands, easements, and rights-of-way and provide or pay for any spoil containment works; hold and save the United States free from damage due to construction, operation, and maintenance of the project; establish a public body to regulate the use and growth of the harbor; provide and maintain adequate berthing areas, mooring facilities, and service areas and continue to maintain the State pier; establish regulations prohibiting pollution of the harbor by the users thereof; and bear all costs of maintenance, operation, and replacement of access facilities, parking areas, and sanitary facilities for recreational fishing. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Michigan: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The high benefit-cost ratio for this project is noted and the project appears to be a good investment.

WILSON HARBOR, N.Y.
(H. Doc. 112, 90th Cong.)

Location.—Wilson Harbor is located in western New York in Niagara County, in the town of Wilson. The harbor is on the southern shore of Lake Ontario at the mouth of the East Branch of

Twelvemile Creek, 12 miles east of the mouth of Niagara River and 6 miles west of Alcott Harbor.

Authority.—A resolution adopted September 26, 1963, by the Committee on Public Works of the House of Representatives.

Existing project.—The existing Federal navigation project provides for parallel piers at the entrance, each about 800 feet long and entrance channel from Lake Ontario to Tuscarora Bay 80 feet wide and 8 feet deep with a concrete capped stone walkway to the east pier for fishermen.

Navigation problem.—The use of Wilson Harbor is hampered by inadequate channels and lack of related public use shore facilities.

Recommended plan of improvement.—Provides for extension of the entrance channel, 80 feet wide and 8 feet deep, a distance of approximately 300 feet from the inner end of the existing channel to a limit opposite the lower end of Wintergreen Island; and thence a channel approximately 3,800 feet long through Tuscarora Bay, 6 feet deep with basic width of 100 feet, the upper 360 feet of the channel narrowing to 80 feet, suitably widened at bends and abreast of the proposed location of public small-boat facilities near the East Branch of Twelvemile Creek.

Estimated cost (price level of March 1965).—

Federal.....	\$198, 000
Non-Federal.....	203, 000
Total.....	401, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$8, 000	\$8, 000	\$16, 000
Maintenance and operation.....	11, 500	0	11, 500
Total.....	19, 500	8, 000	27, 500
Annual benefits: Recreational boating.....			49, 200

Benefit-cost ratio.—1.8.

Local cooperation.—Contribute in cash 50 percent of the first cost for construction of the navigation improvement, such contribution presently estimated at \$198,000; provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project including suitable areas determined by the Chief of Engineers to be required in the general public interest for initial and subsequent disposal of spoil and any necessary retaining dikes, bulkheads, and embankments therefor or the cost of such retaining works; hold and save the United States free from damages due to the construction and subsequent maintenance of the Federal improvement; establish a competent and properly constituted public body empowered to regulate the use, growth, and free development of the abovementioned harbor facilities with the understanding that public facilities will be open to all on equal terms; provide and maintain necessary access road, mooring facilities, and parking and service areas, including a launching ramp, toilet facilities, and an adequate public landing or wharf, with provision for the sale of motor fuel, lubricants, and potable water,

available to all on equal terms; provide and maintain depths in the service channels to principle docks and berthing areas commensurate with those provided in the Federal project; accomplish without cost to the United States such relocations or alterations or utilities as necessary for project purposes; establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the water of the harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control, and reserve spaces within the widened westerly end of the bay for anchorage by transient craft, and that the mooring facilities also include spaces adequate for the accommodation of transient craft. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The committee feels that further improvement of Wilson Harbor is fully warranted at this time.

SECTION 102

Fort Pierce, Fla.—This section modifies the previously approved beach erosion control project for Fort Pierce, Fla., to provide in lieu of local interest constructing the project with later reimbursement by the Federal Government for its share as provided for in the authorizing act, that the Federal Government (Corps of Engineers) construct the project with local interests contributing their share. Reason for change is that local interests are not able to raise the entire cost of project with later reimbursement by the Federal Government. Results in no increased cost to the Federal Government.

SECTION 103

Marmet, W. Va., land conveyance.—The Secretary of War, in accordance with the act of July 8, 1942, was authorized to sell and convey to the town of Marmet, W. Va., certain land situated on the west side of the Kanawha River at Marmet lock and dam, to be used for park and municipal purposes. The act provides that title will revert to the United States if the land is used for any other purposes. The town of Marmet now desires to construct a firehouse on a portion of the land, hence the need for clarification of the law to permit such use of the land.

SECTION 104

State of West Virginia land conveyance.—The Corps of Engineers is presently in the process of modernizing the Ohio River navigation system by the construction of a number of locks and dams having greater dimensions than the existing projects. Existing locks and dams Nos. 16, 19, 20, and 21 are among those to be replaced by the new work. The State of West Virginia has indicated it desires to obtain this land on the West Virginia side of the river located adjacent to the lock structures, for park purposes. This section will transfer the land to the State at 50 percent of the fair market value when it becomes excess to the needs of the Department of the Army.

SECTION 105

City of Buffalo, N.Y., land conveyance.—The city of Buffalo desires to obtain approximately 46.01 acres of land underlying Lake Erie, title to which rests in the United States for park purposes. The Federal Government acquired the land in 1904 without cost, as part of the Buffalo outer harbor project. The Corps of Engineers had no objection to transfer of the land to the city of Buffalo provided the United States has the privilege of using these lands for spoil-disposal areas. The language in the bill transfers the land to the city of Buffalo subject to its above-stated use by the Federal Government.

SECTION 106

Comprehensive beach erosion control survey.—The purpose of this section is to authorize the Chief of Engineers to make an appraisal investigation and study of the U.S. and Great Lakes shorelines to determine areas where significant erosion occurs and where action to halt the erosion appears economically justified. The Chief of Engineers would, in accordance with the provisions of this section, indicate what measures are desirable to cope with the problem, recommend priorities for remedial action, and cooperate with State and local governments. The committee considers this to be a most meritorious and needed investigation and recommends its adoption by the Senate.

SECTION 107

Illinois Waterway highway bridge alterations.—This section authorizes Federal participation in the alteration of obstructive highway bridges in part II of the Illinois Waterway project extending from the Grand Calumet River between the Little Calumet and the junction with Indiana Harbor Canal, thence to Clark Street, Gary, Ind., a distance of about 10 miles. Alteration of the obstructive bridges is necessary before work can proceed in widening the project to a width of 225 feet as previously authorized by the Congress. Pertinent details concerning the project are as follows:

ILLINOIS WATERWAY AND GRAND CALUMET RIVER, ILL. AND IND.
(CALUMET-SAG NAVIGATION PROJECT, PT. II)
(H. Doc. 45, 85th Cong.)

Location.—The project extends along the Grand Calumet River from its junction with the Little Calumet River eastward to Gary, Ind., approximately 10 miles.

Authority.—House Public Works Committee resolution, March 30, 1955.

Existing project.—Part II of the authorized Calumet-Sag navigation project provides for a channel with a usable depth of 9 feet and a width of 225 feet along the general route of the Grand Calumet River between the Little Calumet River and the junction with Indiana Harbor Canal, thence 160 feet wide to Clark Street, Gary, Ind., with a turning basin at Clark Street; enlargement of the Indiana Harbor Canal to a width of 225 feet and depth of 9 feet to the vicinity of 141st Street; construction of a lock and controlling works in the Grand Calumet River; and reconstruction or alteration of all obstructive railroad bridges to provide suitable clearances.

Problem.—The River and Harbor Act of July 3, 1958, authorized Federal participation in the alteration of obstructive highway bridges for part I of the Calumet-Sag project, in accordance with the provisions of Public Law 647, 76th Congress, as amended (Truman-Hobbs Act). Local interests consider this partial authorization inequitable and desire authorization for Federal participation in the alteration of obstructive highway bridges for part II, as recommended in House Document 45, 85th Congress, first session.

Recommended plan of improvement.—Federal participation in the alteration of obstructive highway bridges for part II of the Calumet-Sag navigation project, in accordance with provisions of Public Law 647, 76th Congress, as amended.

Estimated cost (July 1966 price level).—

Federal.....	\$33, 265, 000
Non-Federal.....	2, 365, 000
Total.....	35, 630, 000

Project economics.—Annual carrying charges for the authorized project would remain fixed irrespective of changes in apportionment of highway bridge alteration costs as between the United States and the bridge owners. Annual carrying charges for the Calumet-Sag navigation project are estimated in House Document 45, 85th Congress, first session, to be \$7,114,700. Project benefits consisting of direct savings in transportation costs are estimated at \$17,646,000 annually.

Benefit-cost ratio.—2.5.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—No objection.

SECTION 108

Steele Bayou, Miss., declare nonnavigable.—This section deauthorizes the Steele Bayou navigation project authorized in 1884 and declares Steele Bayou to be a nonnavigable stream. Local interests desire this action in order that improvements may be constructed in the interest

of utilizing the water for other purposes, such as water supply, recreation, and irrigation. The Steele Bayou project has been inactive and recommended for abandonment.

SECTION 109

Codification of river and harbor laws.—The River and Harbor Act of 1965 directed the Chief of Engineers to codify all existing river and harbor, flood control, beach erosion, and other general and permanent laws relating to civil works projects under jurisdiction of the Corps of Engineers and to report to the Congress no later than June 30, 1968. The Corps of Engineers is not able to meet this date and has asked for an extension of time until June 30, 1969. Language in the bill provides for its necessary extension of time. However, the committee fully expects the Corps of Engineers to complete the codification prior to the expiration of the extended date.

SECTION 110

Ouachita River navigation project.—The Ouachita River navigation project, authorized in 1950, provided for securing a 9-foot channel from the Mississippi River to Camden, Ark., by means of lowering the floors and sills of the existing dams and by dredging. However, the project was later modified in 1960 to provide for four new locks and dams in lieu of raising the existing six dams. This action resulted in less cost to the United States but greater cost to local interests. The 9-foot depth would thereby be obtained by raising the existing water level in lieu of extensive dredging. It is understood that the modified project requires much greater land for the Felsenthal Dam in Arkansas than for the project authorized in 1950. This is due to the fact that the land is very flat and raising the water surface elevation causes the pool to cover a much greater area.

Local interests have indicated that they are financially unable to obtain the large amount of land required for the modified project and have requested they be relieved of this additional burden. The project is under construction, work having been accomplished in Louisiana, but has been held in abeyance in Arkansas due to lack of local cooperation. The committee is unable to make a judgment on the equity of relieving local interests of their responsibilities in this matter because of insufficient information, and accordingly has included language in the bill directing the Chief of Engineers to review the requirements of local cooperation for the project and to report his findings to the Congress within a period of 1 year from the date of enactment of this act.

SECTION 111

General policy relating to collection and removal of drift.—The committee has noted an increase in the number of requests for legislation authorizing the Corps of Engineers to remove, and dispose of, drift and other debris creating unsafe and unsightly conditions in Federal harbors. It has also noted a lack of consistency in the division of responsibility between local interests and the Federal Government for those individual harbors where, from time to time, the Congress has

authorized Federal participation in drift removal, and has concluded that the time has come to establish a general policy to govern Federal participation in such activities. Finally, the committee has concluded that the present cumbersome approach of presenting individual cases to Congress for legislative action is not the most desirable means of dealing with the problem.

In the light of these considerations the committee has incorporated section 111 in the bill reported herewith. This section would (1) establish a general policy to govern Federal participation in removing drift and debris from all harbors and (2) delegate to the Secretary of the Army, acting through the Chief of Engineers, the responsibility for working out agreements with non-Federal public bodies willing to enter into cooperative programs under the conditions established by the general policy. At the request of the committee the Corps of Engineers assisted in the development of this section.

The approach contemplated by this section has a number of desirable features. Important among these are: (1) It would insure uniform and equitable treatment of all non-Federal entities responsible for cooperating in drift removal; (2) it would result in a reasonable division of responsibilities between the Federal Government and the local interests, with the latter undertaking those tasks which they are best able to perform and assuming responsibility for preventing local adverse effects such as air pollution; (3) it would provide a real incentive for the exercise of effective local regulation to prevent the deterioration of docks and other port facilities and the dumping of trash and garbage into the harbor or adjacent waters; (4) it would obviate the need for expensive studies, the preparation of project reports, the time-consuming consideration of these reports by the Congress, and the enactment of special legislation for each harbor, and (5) it would permit the Corps of Engineers to carry out the Federal portion of the job as an integral part of its regular operations for maintaining the harbors.

The committee finds that there has long been a need for the program contemplated by this section, and that the rapid increase in the number of small craft makes imperative early action on the part of Congress. The committee also finds that there is abundant justification for Federal participation in a program for making the Nation's harbors safer, cleaner, and more attractive. Accordingly it urges the enactment of this provision in the act.

SECTION 112

Navigation surveys.—Authorizes surveys to be made at various localities in the interest of navigation and allied purposes.

SECTION 113

Title identification.—This section identifies title I of the bill as the River and Harbor Act of 1968.

ANALYSIS OF TITLE II

FLOOD CONTROL

SECTION 201

This section is the same as that which has been included in the last several flood control acts. It continues the provisions of local cooperation which have been in effect for some time, and provides that project authorization shall expire if local cooperation is not forthcoming within 5 years after appropriate notification.

SECTION 202

This section is the same as that which has been included in the last several flood control acts. It continues the present procedure of submitting reports to the interested States and agencies prior to submission to Congress.

SECTION 203

This section summarizes the project authorizations for flood control, hurricane protection, and multiple-purpose works in title II. The initial table lists the projects, project document numbers, and estimated Federal costs. Pertinent information follows for each project.

FLOOD CONTROL PROJECTS

Project	Document number	Federal cost of new work
Alhambra Creek, Calif.....	H. 336, 90th.....	\$8,000,000
Aquilla Creek, watershed, Texas.....	S. 52, 90th.....	23,612,000
Bear Creek, South Platte River, Colo.....	S. —, 90th.....	32,314,000
Beaver Brook Dam, Connecticut River, N.H.....	S. 68, 90th.....	\$1,185,000
Belle Fountain Ditch and Drainage District No. 17, St. Francis River, Mo. and Ark.....	H. 339, 90th.....	4,638,000
Big Sioux River, vicinity Sioux City, Iowa and S. Dak.....	S. —, 90th.....	2,750,000
Big South Fork of Cumberland River, Ky. and Tenn.....	H. 175, 87th.....	151,000,000
Cape Fear River (H. —, 90th):		
Randleman Reservoir, N.C.....		19,463,000
Howards Mill Reservoir, N.C.....		12,460,000
Clear Creek, Tex.....	H. —, 90th.....	12,600,000
Crooked Creek, Harrison, Ark.....	S. 28, 90th.....	2,840,000
Cucamonga Creek, Calif.....	H. 323, 90th.....	26,300,000
Dade County, Fla.....	H. 335, 90th.....	11,805,000
Delaware coast, Delaware.....	S. —, 90th.....	5,584,000
Feather River, vicinity of Chester, Calif.....	H. 314, 90th.....	940,000
Hillsborough Bay, Fla.....	H. 313, 90th.....	9,909,000
Iao Stream, Hawaii.....	H.151, 90th.....	1,660,000
Lake Chicot, Ark.....	H. 168, 90th.....	15,240,000
Licking River, Ohio.....	H. 337, 90th.....	32,953,000
Little Blue River, vicinity of Kansas City, Mo.....	H. 169, 90th.....	38,492,000
Little Dell Reservoir, Utah.....	S. 53, 90th.....	22,664,000
Mississippi River—Cassville, Wis., to mile 300, Illinois.....	H. —, 90th.....	21,300,000
Missouri River bank stabilization, North Dakota.....		4,040,000
Navasota River, Texas.....	H. —, 90th.....	119,707,000
Nishnabotna River at Exira, Iowa.....	H. 142, 90th.....	2,040,000
Norwalk River Basin, Conn. and N.Y.....	S. 51, 90th.....	2,700,000
Papillion Creek and tributaries, Nebraska.....	H. —, 90th.....	26,800,000
Park River Basin, Conn.....	S. 43, 90th.....	30,300,000
Pascagoula River, Tallahala Creek, Miss.....	H. 143, 90th.....	16,360,000
Pecan Bayou, Texas.....	H. —, 90th.....	24,861,000
Rappahannock River (Salem Church Reservoir), Va.....	S. 37, 90th.....	79,500,000
St. Francis River Basin, Mo. and Ark.....	S. 11, 90th.....	7,760,000
South Branch of Wild Rice River and Felton Ditch, Minn.....	H. 98, 90th.....	1,230,000
Southwestern Jefferson County, Louisville, Ky.....	H. 340, 90th.....	19,800,000
Sweetwater River, Calif.....	H. 148, 90th.....	4,900,000
Tanana River at Fairbanks, Alaska.....	S. —, 90th.....	111,700,000
Texas City and vicinity, Texas.....	H. 187, 90th.....	10,990,000
Wabash River and tributaries, Illinois, Indiana, and Ohio.....	S. —, 90th.....	115,740,000
Yazoo River, Miss.....	H. —, 90th.....	52,147,000
Total flood control (38 projects).....		1,088,284,000

ALHAMBRA CREEK, CALIF.
(H. Doc. 336, 90th Cong.)

Location.—Alhambra Creek drains an area of about 16.5 square miles and discharges into Carquinez Strait, approximately 25 miles northeast of San Francisco, Calif. The project is located at Martinez, the county seat of Contra Costa County.

Authority.—House Committee on Public Works resolution adopted July 1, 1958.

Existing project.—There is no existing Federal project at Martinez.

Flood problem.—Major overflows of Alhambra Creek cause considerable damage to residential, commercial, and municipal establishments in the City of Martinez.

Recommended plan of improvement.—Provides for channel improvements, levees, construction of rectangular concrete channels, and a circular concrete diversion conduit on Alhambra Creek.

Estimated cost (June 1967 price base).—

Federal.....	\$8, 000, 000
Non-Federal.....	900, 000
Total.....	8, 900, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$270, 000	\$31, 000	\$301, 000
Maintenance, operation, and replacement.....	-----	9, 000	9, 000
Total.....	270, 000	40, 000	310, 000
Annual benefits:			
Damages prevented.....			293, 000
Land enhancement.....			79, 000
Total.....			372, 000

Benefit-cost ratio.—1.2.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold the United States free from damages; maintain and operate the works after completion; accomplish all relocations of buildings, utilities, bridges (except railroad bridges), and roads, sewers, and pipelines and other alterations which may be required for construction of the project; adjust all claims concerning water rights; prescribe and enforce regulations designed to prevent encroachment of any type that would impair the flood control effectiveness of the improved channels and existing channels intended to serve as interior drainage features of the project and provide without cost to the United States equivalent interior drainage facilities if interior drainage channels are changed by local interests. Local interests have indicated willingness to comply with the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that 61 percent of flood control benefits accrue to future development in the flood plain and believes that non-structural measures may be feasible to assist in reducing flood damage and in promoting wise and economic use of the flood plain. Since it is the responsibility of local interests to adopt an adequate flood management program, the Bureau urges the corps to encourage local interests to take necessary action by furnishing technical services and guidance. The Bureau also recommends that project, if authorized, be reviewed prior to initiation of construction to determine if the proposed plan should be modified at that time to achieve the most practicable balance between structural and nonstructural measures in reducing flood damage in the project area, considering the specific guidelines established pursuant to Executive Order 11296. Subject to consideration of these comments, the Bureau of the Budget has no objection to submission of the report to the Congress.

Comments of the Secretary of the Army.—The Secretary of the Army states the matters raised by the Bureau of the Budget will be reviewed carefully by the Chief of Engineers prior to initiation of construction.

Remarks.—The recommended improvements would provide needed flood protection to the city of Martinez. The committee believes this local protection project to be a needed and economically justified project.

AQUILLA RESERVOIR, BRAZOS RIVER BASIN, TEX.
(S. Doc. 52, 90th Cong.)

Location.—The Aquilla Creek watershed covers an area of about 410 square miles of generally rolling and hilly terrain in the middle portion of the Brazos River basin of central Texas north of the city of Waco.

Authority.—Senate Public Works Committee Resolution adopted August 12, 1954.

Existing project.—There are no existing Federal flood control structures on the Aquilla Creek watershed. There are several Federal reservoirs in the Brazos River Basin of which Whitney and Waco Reservoirs are the nearest.

Flood problem.—Major floods originating on the Aquilla Creek watershed cause appreciable damages along the creek and augment flood damages along the main stem of the Brazos River. From 1939 to 1962, there were nine floods on the creek, which the channel capacity was insufficient to contain.

Recommended plan of improvement.—Construction of a multiple-purpose reservoir on Aquilla Creek for flood control, water supply, recreation, and fish and wildlife enhancement. The earth dam with a maximum height of about 97 feet above streambed would be located at about mile 20.7.

Estimated cost (price level January 1965).—

Federal.....	¹ \$23, 612, 000
Non-Federal.....	(²)
Total.....	23, 612, 000

¹ Net cost to the United States, \$19,493,000.

² Repay \$3,386,000 for water supply and \$733,000 for recreation and fish and wildlife.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$823,000		\$823,000
Maintenance and operation.....	60,000	\$60,000	120,000
Total.....	883,000	60,000	943,000
Annual benefits:			
Damages prevented.....			725,200
Water supply.....			158,000
Recreation and fish and wildlife.....			622,900
Total.....			1,506,100

Benefit-cost ratio.—1.6.

Local cooperation.—

Water supply: Obtain rights necessary for project operation for water supply; hold and save free from damages due to water rights claims; repay cost allocated to water supply storage, estimated to be \$3,386,000 and \$10,000 annually for operation and maintenance.

Recreation: Administer project lands and water areas; repay one-half separable costs estimated at \$733,000; operate, maintain, and replace recreation and fish and wildlife facilities estimated at \$50,000 annually.

Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that the preponderance of project benefits would not accrue until the last half of the 100-year period of analysis. Therefore, the Bureau would expect the Chief of Engineers to review the timing of initiation of the project prior to requesting appropriations for construction. Subject to consideration of these comments the Bureau has no objection to submission of the proposed report to Congress.

Comments of the Secretary of the Army.—In accordance with the comment of the Bureau of the Budget, the Chief of Engineers will review the timing of initiation of the project prior to requesting appropriations of funds for construction.

Remarks.—The committee is cognizant of the flood damages occurring frequently on the Aquilla Creek watershed and along the main stem of the Brazos River, the need for a dependable water supply source and water-oriented recreation opportunities. The committee believes the recommended dam and reservoir project will alleviate the flooding problems, permit better land use, provide long-term water conservation storage, and is a worthwhile project.

BEAR CREEK BASIN, SOUTH PLATTE RIVER AND TRIBUTARIES,
COLORADO, WYOMING, AND NEBRASKA
(S. Doc. —, 90th Cong.)

Location.—Bear Creek is a left-bank tributary of the South Platte River near Sheridan, Colo., a community situated adjacent to the city of Denver. The basin drains 262 square miles, of which about 90 percent is mountainous terrain of the Rocky Mountain range lying southwest of Denver.

Authority.—Resolution of the Senate Public Works Committee adopted June 14, 1956.

Existing project.—There are no existing Federal flood control or water resources improvements in the Bear Creek Basin. The Corps of Engineers dam on Cherry Creek and the Chatfield Dam under construction on the South Platte River control approximately 70 percent of the drainage area above the downstream limits of metropolitan Denver.

Flood problem.—The typical flood of the basin is the flash flood occurring suddenly from intense rainfall. The steep terrain produces rapid concentration of runoff and high velocity flow. High velocities are the principal cause of the hazard to life and large property damage. Under existing economic conditions, the average annual flood damages are estimated at \$930,000.

Recommended plan of improvement.—Construction of a dam and reservoir on Bear Creek about 8 miles above the confluence of Bear Creek with the South Platte River would provide flood protection for metropolitan Denver and the rural reaches of the South Platte River below Denver from floods originating on Bear Creek. The multiple-purpose project would consist of an earthfill dam 143 feet high, with a crest length of about 4,000 feet. The recommended project includes lands and facilities for wildlife management and recreation purposes.

Estimated cost (price level of November 1966).—

Federal.....	¹ \$32, 314, 000
Non-Federal.....	303, 000
Total.....	32, 617, 000

¹ Non-Federal interests to repay \$1,608,000 for recreation and fish and wildlife enhancement.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 166, 000	\$22, 000	\$1, 188, 000
Maintenance, operation, and replacements.....	40, 000	195, 000	235, 000
Total.....	1, 206, 000	217, 000	1, 423, 000
Annual benefits:			
Damages prevented.....			2, 412, 000
Recreation.....			625, 000
Fish and wildlife enhancement.....			190, 000
Total.....			3, 227, 000

Benefit-cost ratio.—2.3.

Local cooperation.—Administer land and water areas for recreation and fish and wildlife enhancement; repay one-half of the separable cost allocated to recreation and fish and wildlife enhancement, presently estimated at \$1,911,000; bear all costs of annual operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities, presently estimated at \$195,000; obtain the water required for initial filling and replenishment of the recreation pool at an estimated cost of \$303,000 for initial filling and \$33,000 annually for replenishment; hold and save the United States free from damages due to water-rights claims; prevent encroachment on the flow-carrying capacity of the Bear Creek channel below the reservoir and the South Platte River channel below the confluence of Bear Creek to the extent necessary to provide for effective reservoir operation in the interest of flood control; adequately inform affected interests, at least annually, that the project will not provide complete flood protection; and provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain areas by encouraging prudent use of flood proofing, land regulation planning, or other flood plain management techniques to reduce future flood losses. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Colorado: Favorable.

Comments of the Bureau of the Budget.—The Bureau noted that the scope of the proposed recreation development exceeds considerably that heretofore proposed in connection with a Federal water resources reservoir project. The Bureau believes the scope of the recreation plans for the existing Soda Lakes and Mount Glennon area proposed for authorization as an integral component of the proposed Mount Carbon Reservoir project goes beyond that intended in the Federal Water Project Recreation Act. In view of the above, the Bureau recommends against authorization of recreation development beyond that normally related to a proposed Federal dam and reservoir. The Bureau further noted that over 60 percent of the total annual flood Control benefits estimated to accrue due to the construction of this project arise from protection and encouragement of future development in the flood plain. Therefore, the Bureau believes that the project, if authorized, should be reviewed prior to the initiation of construction to determine if the size and scope of the proposed plan should be modified to achieve the most practicable balance between structural works, flood plain regulation, and a broad flood plain management program. Subject to consideration of these comments, the Bureau advises there would be no objection to submission of the proposed report to Congress.

Remarks.—The committee notes that flash floods within the basin occur suddenly from intense rainfall and cause hazards to life and high property damage because the steep terrain produces rapid concentration and high stream velocities. The proposed multiple-purpose reservoir will reduce the continued threat to life and high monetary losses due to a lack of adequate protection in the metropolitan Denver area. It is also noted that the project will provide recreation opportunities and fish and wildlife enhancement benefits.

BEAVER BROOK DAM AND RESERVOIR, KEENE, N.H. (S. Doc. 68, 90th Cong.)

Location.—In southeastern New Hampshire on Beaver Brook, a small tributary to Ashuelot River, in the vicinity of Keene.

Authority.—Senate Public Works Committee Resolution adopted October 3, 1960.

Existing project.—There are no existing Federal flood control projects within the Beaver Brook watershed.

Flood problem.—Beaver Brook flows right through the city of Keene and flooding has been experienced since colonial times. In spite of the continual flood threat, urban and industrial development has almost entirely saturated the flood plain and a recurrence of the maximum flood of record would now cause damages of almost \$2 million in Keene. In addition to the flood problem, there is a growing demand for public water-based recreation and a future need for water supply indicated.

Recommended plan of improvement.—Beaver Brook Dam and Reservoir for flood control, water supply, recreation and fish and wildlife enhancement; advance land acquisition for the project following authorization; participation in the construction or reconstruction of transportation and utility facilities in advance of project construction.

Estimated cost (price level of 1966).—

Federal.....	¹ \$1, 185, 000
Non-Federal.....	² 192, 000
Total.....	\$1, 377, 000

¹ Includes non-Federal reimbursements of \$314,000 for water supply and \$51,500 for recreation and fish and wildlife enhancement.

² Non-Federal cost for lands and relocations allocated to flood control.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$26, 800	\$18, 300	\$45, 100
Maintenance, operation, and replacements.....	1, 200	10, 900	12, 600
Total.....	28, 500	29, 200	57, 700
Annual benefits:			
Flood control.....			113, 600
Water supply.....			20, 100
Recreation and fish and wildlife enhancement.....			32, 000
Total.....			165, 700

Benefit-cost ratio.—2.9.

Local cooperation.—Hold and save the United States free from damages due to the construction works; protect downstream channels from encroachments which would adversely affect reservoir operation; exercise to the extent of their legal capability control against removal of water from the watershed which would affect the water supply storage and dependable stream regulations; obtain necessary water rights, resolve any conflicts regarding water rights, and use water in a manner consistent with Federal and State laws; in accordance with the Water Supply Act of 1958, as amended, repay all costs allocated to water supply, presently estimated at \$314,000 for construction and \$1,800 annually for operation, maintenance, and replacements; in accordance with the Federal Water Project Recreation Act: (a) administer project land and water areas for recreation and fish and wildlife enhancement; (b) pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable construction costs allocated to these functions, presently estimated at \$51,500; and (c) bear all costs of operation, maintenance and replacement of lands and facilities needed for these functions, presently estimated at \$5,400 annually; contribute 13.9 percent of total project cost, representing the cost of lands, easements, rights-of-way and relocations allocated to flood control, an amount presently estimated at \$192,000, either in cash or in kind, and bear all costs of operation, maintenance and replacements for flood control, estimated at \$3,700 annually. Local interests have indicated their willingness to provide the required assurance of cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of New Hampshire: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—This is a much needed improvement for reduction of flood damages. It also will provide water-based recreation, and water supply which are greatly needed in this area.

BELLE FOUNTAIN DITCH AND TRIBUTARIES, MISSOURI, AND DRAINAGE
DISTRICT No. 17, MISSISSIPPI COUNTY, ARK.
(H. Doc. 339, 90th Cong.)

Location.—The Belle Fountain ditch and Drainage District No. 17 are located within the St. Francis River Basin in southeastern

Missouri and northeastern Arkansas. Belle Fountain ditch drains an area of about 267 square miles in Pemiscot and Dunklin Counties in Missouri and Drainage District No. 17 has a drainage area of about 333 square miles in Mississippi County, Ark.

Authority.—House of Representatives Committee on Public Works resolution adopted June 7, 1961.

Existing project.—All of the Federal improvements located partially or entirely within the Belle Fountain ditch and Drainage District No. 17 drainage areas are modifications of the Mississippi River and tributaries project. These improvements consist of the following: Elk Chute levee, Big Lake Floodway, ditches Nos. 21A and 21B, closure levee for Belle Fountain and State line ditches, Elk Chute ditch, outlet ditch, floodway channel below Big Lake, Cockle Burr Slough-Buffalo Creek channel improvement, and ditch No. 1. All of the improvements have been completed except for the last two which have not been started. In addition, over the years, local interests have constructed a variety of flood control improvements.

Flood problem.—Inadequate channel capacities in the Belle Fountain ditch and the other major tributaries results in flooding along the intensely farmed flood plains and causes considerable damage to crops and farm improvements. In addition, streets, homes, and improvements in Blytheville and Blytheville Air Force Base, Ark., are also damaged during major floods.

Recommended plan of improvement.—Enlargement of 66 miles of existing channels in the Belle Fountain ditch and tributary area and the cleanout and enlargement of 35 miles of existing channel and installation of a 700-cubic-feet-per-second pumping station in Drainage District No. 17.

Estimated cost (price level of September 1967).—

Federal.....	\$4, 638, 000
Non-Federal.....	
Total.....	4, 638, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$165, 900		\$165, 900
Maintenance and operation.....	40, 500		40, 500
Total.....	206, 400		206, 400
Annual benefits:			
Damages prevented.....			627, 900
Area redevelopment.....			26, 000
Total.....			653, 900

Benefit-cost ratio.—3.2.

Local cooperation.—The recommended project would be a modification of the lower Mississippi River project, accordingly, local interests would be required to maintain all levees in conformance with the amendment contained in section 10 of the Flood Control Act of 1946. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Arkansas: Favorable.

State of Missouri: Favorable.

Comments of the Bureau of the Budget.—The Bureau strongly endorses the recommendation of the Secretary of the Army that the cost-sharing policy for local flood control improvements which is followed elsewhere in the United States also be applied to new authorizations for such improvements in the St. Francis Basin. Subject to consideration of the above, the Bureau of the Budget has no objection to submission of the report to the Congress.

Comments of the Secretary of the Army.—The Secretary believes that the cost-sharing policy for local flood control improvements which is followed elsewhere in the United States should also be applied to new authorizations for such improvements in the St. Francis Basin. Accordingly, the Secretary recommends that local interests be required to bear the cost of lands, easements and rights-of-way, relocations, and maintenance, as customarily prescribed for local flood control improvements elsewhere. Authorization on this basis would decrease the initial Federal cost by \$1,692,000 and the annual cost of maintenance by \$40,500.

Remarks.—The committee notes that the flood losses prevented by the recommended project are for a large agricultural area in southeastern Missouri and northeastern Arkansas. It believes the project to be economically justified and recommends its adoption.

BIG SIOUX RIVER, SIOUX CITY, IOWA, AND NORTH SIOUX CITY,
S. DAK.

(S. Doc. —, 90th Cong.)

Location.—The study is concerned with the lower 5.5 miles of the Big Sioux River which forms the boundary between Sioux City, Iowa, and North Sioux City, S. Dak. The study area is bounded on the east by high bluffs and on the west by the wide flat valley of the Missouri River.

Authority.—Senate Public Works Committee resolution adopted September 10, 1962.

Existing project.—There is no existing Federal flood control works on the lower 5.5 miles of the Big Sioux River. A plan of improvement for the lower 30 miles of the Big Sioux River was authorized by the Flood Control Act of 1965. However, the plan is not adequate under current conditions. A commercial navigation harbor project at the mouth of the Big Sioux River was authorized by the River and Harbor Act of 1946. Presently, the need for such harbor no longer exists. Local flood protection projects have constructed in the upstream portion of the basin by the Corps of Engineers and the Soil Conservation Service. State and local interests have also undertaken measures to improve recreation and fishing and control bank erosion of various locations throughout the basin.

Flood problem.—Major floods in the lower portion of the Big Sioux River Basin are caused by snowmelt runoff. Recent spring floods in the study area occurred in 1960, 1962, and 1965 and caused approximately \$2 million in damages to highway bridges, and other utilities and to residential and commercial properties. The extent of flood and erosion damages and the potential threat to life can be expected to increase as development continues.

Recommended plan of improvement.—Channel straightening and enlargement of the existing Big Sioux River with related bank stabilization measures in the 4-mile upstream reach and construction of a new 1.5-mile cutoff channel to the Missouri River.

Estimated cost (price level of December 1966).—

Federal.....	\$2, 750, 000
Non-Federal.....	160, 000
Total.....	2, 910, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$109, 400	\$6, 400	\$115, 800
Operation and maintenance.....		29, 200	29, 200
Total.....	109, 400	35, 600	145, 000
Annual benefits: Flood control.....			¹ 182, 000

¹ Includes \$73, 000 of flood-induced erosion benefits.

Benefit-cost ratio.—1.3.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save the United States free from damages due to the construction works; maintain and operate all works after completion; prevent obstruction or encroachment that would reduce the flood-carrying capacity of the improved channel; provide without cost all required relocations or alterations of roads, buildings, and utilities; annually inform affected interests that complete flood protection is not provided; and provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain area.

Local interests have indicated their willingness to meet these requirements.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Iowa: Favorable.

State of South Dakota: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Recent spring floods on the Big Sioux River have caused severe flood and erosion damages to highway bridges, utilities, residential and commercial properties in Sioux City, Iowa, and North Sioux City, S. Dak. The committee notes that the proposed channel improvements and new cutoff channel to the Missouri River will provide a significant reduction in these recurring damages and reduce

the potential threat to loss of life. The committee further notes that the proposed improvements are compatible with water resources developments proposed by other Federal and local agencies in the basin and considers the project to be well justified and urgently needed.

However, the committee is distressed with the lack of coordination between the States of Iowa and South Dakota relating to agreements on a fish and wildlife mitigation plan as well as a flood control plan for the reach of the river above Sioux City. The committee feels that sufficient time has elapsed since the original project was authorized in 1965 for local interests to reach accord on this problem, and that negotiations to resolve the differences should proceed without further delay. Language has been included in the bill to deauthorize the project authorized by the Flood Control Act of 1965, as well as the improvement approved in this bill, if agreement is not reached within a period of 1 year from the date of enactment of this measure. At such time as formal agreement is reached by the affected States, the Secretary of the Army should notify the Speaker of the House of Representatives and the President of the Senate. If response is not received by the end of 1 year after the date of enactment of this act, authorization for construction of improvements on the Big Sioux River will expire as provided for in this legislation.

BIG SOUTH FORK CUMBERLAND RIVER, KY. AND TENN.
(H. Doc. 175, 87th Cong.)

Location.—Big South Fork of the Cumberland River is located in north-central Tennessee and southeastern Kentucky.

Authority.—Resolutions adopted by the Public Works Committees of the U.S. Senate on March 12, 1949, and the House of Representatives on April 18, 1951.

Existing project.—There are no Federal improvements in the Big South Fork Basin. There are six existing or authorized dam and reservoir projects in the Cumberland River Basin which would be affected by the recommended project.

Flood problem.—Local interests desire construction of reservoirs to provide power, flood control, and recreation and to improve the economic status of the area.

Recommended plan of improvement.—Plan provides for a multiple-purpose dam and reservoir on Big South Fork, Cumberland River Basin, Ky. and Tenn., for power, flood control, and other purposes, at Devils Jumps; additional reservoir clearing at Wolf Creek project; and modification of Lake Cumberland operation by transferring 255,000 acre-feet of flood control storage to Devils Jumps Reservoir.

Estimated cost (price level adjusted to 1964).—

Federal.....¹ \$151, 000, 000

Project economics (revised to 1964 price levels and S. Doc. 97 economic criteria).—

Annual charges:

Interest and amortization.....	\$5, 405, 400
Maintenance and operation and major replacements.....	743, 600
Economic losses.....	41, 000

Total.....	6, 190, 000
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Annual benefits:

Hydroelectric power-----	\$10, 445, 700
Recreation-----	450, 000
Area redevelopment-----	847, 000
Total-----	11, 742, 700

¹ Non-Federal interests to bear $\frac{1}{2}$ the separable costs of recreation and fish and wildlife enhancement currently estimated at \$993,000.

Benefit-cost ratio.—1.9.

Local cooperation.—After submission of the report to Congress the 1965 Federal Water Project Recreation Act was enacted which requires that local interests furnish assurances satisfactory to the Secretary of the Army that they will administer project land and water areas for recreation and fish and wildlife enhancement; pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable cost of the project allocated to recreation and fish and wildlife enhancement, the amount involved currently being estimated at \$993,000; and bear all costs of operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities, the amount involved currently being estimated at \$133,000 on an average annual basis.

Comments of the States and Federal agencies.—

Department of the Interior: No objection.

Department of Agriculture: No objection.

Department of Commerce: No objection.

Department of Health, Education, and Welfare: Favorable.

Federal Power Commission: Favorable.

Commonwealth of Kentucky: Favorable.

State of Tennessee: Favorable.

Tennessee Valley Authority: Project power would not be attractive to TVA.

Comments of the Bureau of the Budget.—The Bureau of the Budget states that the President in his natural resources message to the Congress instructed the Bureau to reevaluate current standards for appraising the feasibility of water resource projects. If the Devils Jumps project is authorized by the Congress, the Bureau would expect that prior to a request for funds to initiate construction of the Devils Jumps project, the Corps of Engineers would reallocate the costs of the project to the extent necessary to conform to the water resources evaluation standards adopted by the administration. The Bureau advises that there would be no objection to the submission of the report to the Congress. In accordance with comments of the Bureau of the Budget project economics and cost allocations have been revised to conform with current standards.

Remarks.—The committee notes that the hydroelectric power produced by the recommended Devils Jumps project could be readily utilized in the area power loads. The committee also notes that provision of the project, which would be located in the Appalachia depressed area, would significantly improve the economic condition of the region.

CAPE FEAR RIVER BASIN, N.C., RANDLEMAN AND HOWARDS MILL PROJECTS

(H. Doc. —, 90th Cong.)

Location.—Deep River, in central North Carolina, a headwater stream of the Cape Fear River.

Authority.—An item in Public Law 88-253, approved December 30, 1963.

Existing project.—None in this part of the Cape Fear River basin. The New Hope Reservoir on Haw River, a headwater stream of the Cape Fear River, is under construction.

Problem.—Floods occur in the Cape Fear River basin during all seasons. Average annual estimated damage is \$883,000, of which 17 percent occurs along Deep River. There also is a need for storage of water supply, for water quality control, and for recreation.

Recommended plan of improvement.—A dam and reservoir at the Randleman and Howards Mill sites.

Estimated cost (1966 price level).—

	Randleman Dam and Reservoir	Howards Mill Dam and Reservoir	Total project
Federal.....	¹ \$19,463,000	\$12,460,000	\$31,923,000
Non-Federal.....			
Total.....	19,463,000	12,460,000	31,923,000

¹ Non-Federal interests to reimburse the United States amounts currently estimated at \$3,448,000 for water supply and \$3,402,000 for recreation and fish and wildlife enhancement.

² Non-Federal interests to reimburse the United States amount currently estimated at \$1,315,000 for recreation and fish and wildlife enhancement.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Randleman Dam and Reservoir:			
Interest and amortization.....	\$606,000	0	\$606,000
Operation, maintenance, and replacement.....	40,000	\$161,000	201,000
Total.....	646,000	161,000	807,000
Howards Mill Dam and Reservoir:			
Interest and amortization.....	432,000	0	432,000
Operation, maintenance, and replacement.....	45,000	95,000	140,000
Total.....	477,000	95,000	572,000
Total project:			
Interest and amortization.....	1,038,000	0	1,038,000
Operation, maintenance, and replacement.....	85,000	256,000	341,000
Total.....	1,123,000	256,000	1,379,000
Annual benefits:			
Flood control.....	\$201,000	\$335,000	\$536,000
Water supply.....	157,000	-----	157,000
Water quality control.....	175,000	-----	175,000
Recreation and fish and wildlife.....	729,000	518,000	1,247,000
Total.....	1,262,000	853,000	2,115,000

Benefit-cost ratio.—

Randleman Dam and Reservoir, 1.6.

Howards Mill Dam and Reservoir, 1.5.

Local cooperation.—Administer project land and water areas for recreation and fish and wildlife enhancement; pay one-half of the separable cost for recreation and fish and wildlife enhancement, estimated at \$1,610,000 for Randleman Dam and Reservoir and \$1,315,000 for Howards Mill Dam and Reservoir; bear all costs of operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities, estimated at \$98,000 annually for the Randleman site and \$95,000 for the Howards Mill site; hold and save the United States free from damages resulting from construction and operation of the project; and prevent encroachment on downstream channels. For the Randleman site pay all costs allocated to water supply, estimated at \$1,429,000 for construction and \$10,000 annually for operation, maintenance, and major replacements; pay all construction costs of the sewer-interceptor system allocated to water supply, estimated at \$2,019,000, and bear all costs of operation, maintenance, and replacements estimated at \$19,000 annually; pay one-half the construction cost of the sewer-interceptor system allocated to recreation and fish and wildlife enhancement, estimated at \$1,792,000, and bear all costs of operation, maintenance, and replacements, estimated at \$34,000 annually; undertake all practical measures to control stream pollution; exercise legal capability control against removal of streamflow; provided that Federal participation required to safeguard the water quality shall not be a substitute for responsibility of local interests to provide adequate treatment. Local interests have indicated willingness to fulfill the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

Federal Power Commission: Favorable.

State of North Carolina: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of the report to Congress. However, the Bureau would expect the Chief of Engineers to reexamine the cost allocation prior to construction to insure that the project conforms to existing policy.

Remarks.—The project will provide urgently needed flood control in the Cape Fear River Basin during all seasons. Also, water supply and water quality control needs will be alleviated.

CLEAR CREEK, TEX.
(H. Doc. —, 90th Cong.)

Location.—Clear Creek and its tributaries drain an area of about 250 square miles in the coastal area of Texas extending from the southern portion of the city of Houston to the west side of Galveston Bay.

Authority.—Section 209 of the Flood Control Act approved October 23, 1962.

Existing projects.—There are no existing Corps of Engineers flood control projects on Clear Creek. Local drainage districts and other local agencies have constructed flood control and drainage improvements on Clear Creek and major tributaries. An existing Federal shallow draft navigation project in the lower reaches of Clear Creek and Clear Lake is compatible with the proposed project.

Flood problems.—The existing flood control improvements do not afford the degree of protection that should be provided for the rapidly growing residential and commercial developments occurring adjacent to Clear Creek. It is estimated that \$5 million in damages would result from the occurrence of a standard project flood under existing conditions of development. Based on the accelerated growth rate, the flood damage potential can be expected to increase markedly in future years.

Recommended plan of improvements.—The proposed project would provide for enlargement and rectification of 31 miles of Clear Creek Channel upstream of Clear Lake to Houston. The improved channel will have bottom widths varying from 200 feet at the lower end to 76 feet in the upper reaches and will provide protection against a 100-year flood.

Estimated cost (price level of January 1967).—

Federal.....	\$12, 600, 000
Non-Federal.....	6, 300, 000
Total.....	18, 900, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$454, 600	\$227, 400	\$682, 000
Maintenance.....		60, 000	60, 000
Total.....	454, 600	287, 400	742, 000
Annual benefits:			
Flood damage prevention.....			1, 944, 000
Land enhancement.....			183, 000
Total.....			2, 127, 000

Benefit-cost ratio.—2.9.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save the United States free from damages; maintain and operate all works after completion; prevent obstruction or encroachment that would reduce the flood-carrying capacity of the improved channel; provide without cost all required relocations or alterations of roads, buildings, bridges (except railroad bridges), and various utilities; annually inform all interested parties that the project will provide protection up to the 100-year flood but will not provide protection from hurricane or storm tide flooding; coordinate appropriate local agencies to provide and maintain adequate lateral channels and drains without cost to the United States; and provide guidance and leadership in wise flood plain management.

Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Texas: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau notes that over 70 percent of the total annual benefits arise from protection and encouragement of future development in the flood plain. The Bureau states this provides an opportunity to pursue nonstructural measures to reduce flood plain damage and promote wise and economic use of the flood plain. The Bureau concurs in the Secretary of the Army's recommendation that the project should be reviewed prior to initiation of construction to determine if the size and scope of the proposed plan should be modified to achieve the most practicable balance between structural works, flood plain regulation, and a broad flood plain management program. The Bureau urges the corps to further encourage the State and other local governmental units to develop a flood plain management program through providing technical services and guidance. Subject to consideration of the above, the Bureau has no objection to submission of the report to Congress.

*Remarks.—*The committee notes that the proposed channel enlargement and rectification of about 31 miles of Clear Creek will provide an adequate degree of flood protection to the rapidly urbanizing area in the vicinity of Houston, Tex. Because of the accelerated growth rate, the flood damage potential is expected to increase markedly in future years. The committee believes that from an engineering and economic standpoint of costs, degree of flood protection provided, and evaluated benefits, the recommended channel improvements comprises the best suited plan for flood protection on Clear Creek.

CROOKED CREEK, VICINITY OF HARRISON, ARK.
(S. Doc. 28, 90th Cong.)

*Location.—*Crooked Creek is a right bank tributary of the White River in north-central Arkansas. The stream rises in the northwest part of Newton County and flows northward to Harrison in Boone County, thence eastward about 76 miles to the White River.

*Authority.—*Senate Public Works Committee resolution adopted May 16, 1961.

*Existing project.—*There has been no Federal project constructed on Crooked Creek. A soil conservation service work plan has been approved by the Committees on Agriculture of the Senate and the House. This plan includes land treatment measures and 22 floodwater retarding structures. Three of the 22 structures would be deleted if the corps multiple-purpose project is authorized. Subsequent to a disastrous flood in 1961 local interests completed an urban renewal project which included a levee and floodwall along Crooked and Dry Jordan Creeks.

*Flood problem.—*Minor flooding from Crooked Creek occurs at Harrison and vicinity on the average of 3 to 4 times a year under present conditions, and major floods occur about once every 4 years.

The most disastrous flood occurred on May 7, 1961, with an estimated peak flow of 54,000 cubic feet per second near the downstream city limits of Harrison. The flood caused the loss of four lives and damages of \$5,278,000 in the city and \$66,000 in the rural areas.

Recommended plan of improvement.—The plan of improvement provides for a multiple-purpose dam and reservoir on East Fork of Crooked Creek and for raising the existing, locally constructed, levee and floodwall within the city of Harrison.

Estimated cost (price level of March 1965).—

Federal.....	¹ \$2, 840, 000
Non-Federal.....	20, 000
Total.....	2, 860, 000

¹ Non-Federal interests to repay an estimated \$1,533,000 for water supply and a portion of the reservoir costs allocated to flood control, presently estimated at \$251,000. The net cost to the Federal Government would be an estimated \$1,056,000.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$93, 000	\$700	\$93, 700
Maintenance and operation.....		21, 300	21, 300
Total.....	93, 000	22, 000	115, 000
Annual benefits:			
Flood control.....			51, 680
Water supply.....			95, 000
Recreation.....			4, 500
Total.....			151, 180

Benefit-cost ratio.—1.3.

Local cooperation.—For the reservoir: reimburse the United States for all costs allocated to water supply storage currently estimated at \$1,533,000; hold and save the United States free from all water rights claims resulting from construction; prior to construction either reimburse or enter into a contract to reimburse the United States for the cost of lands, easements, rights-of-way, and relocations allocated to flood control, presently estimated at \$251,000; maintain and operate the reservoir for all purposes in accordance with regulations prescribed by the Secretary of the Army. For the levee and floodwall: provide without cost to the United States all lands, easements and rights-of-way; accomplish all relocations and alterations made necessary by the construction works; hold and save the United States free from damages due to the construction works; maintain and operate all the works in accordance with regulations prescribed by the Secretary of the Army; prevent encroachment on existing and improved channels of Crooked Creek and Dry Jordan Creek within the jurisdiction of the city; and provide if necessary, a ponding area or pumping capacity at the intersection of the levees along the left bank of Crooked Creek and the right bank of Dry Jordan Creek to prevent flooding from interior runoff. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Arkansas: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The committee notes that the plan of improvement provides for a multiple-purpose dam and reservoir and raising the existing levee and floodwall within the city of Harrison to reduce the damages caused to valuable urban properties by frequent flooding and provide a dependable source of water supply for the city of Harrison. The committee notes that the project was well coordinated with a Soil Conservation Service work plan for the watershed. The committee believes the project well justified and will greatly reduce the potential danger of loss of life and recommends its authorization as reported by the Chief of Engineers.

CUCAMONGA CREEK, CALIF.

(H. Doc. 323, 90th Cong.)

Location.—The Cucamonga Creek basin comprises a drainage area of 82 square miles in the northwestern part of the Santa Ana River Basin in San Bernardino and Riverside Counties, Calif., approximately 40 miles east of Los Angeles.

Authority.—Resolution of the House Public Works Committee, adopted February 24, 1960.

Existing project.—Local interests have constructed some partial-protection works. There are no existing Federal improvements for flood control in Cucamonga Creek Basin. However, runoff from the basin flows into Prado Reservoir which was constructed by the Corps of Engineers in 1941.

Flood problem.—Because of inadequate channel capacities and bridge openings, floodwaters are causing recurring damages. The flood damage potential has increased greatly with the increase in population and urban development that is taking place.

Recommended plan of improvement.—Debris collection basins and a diversion levee in the headwaters, with a system of rectangular channels aggregating 25 miles in length.

Estimated cost (price level of July 1965).—

Federal.....	\$26, 300, 000
Non-Federal.....	8, 200, 000
Total.....	34, 500, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$862,000	\$370,000	\$1,232,000
Maintenance and operation.....	0	83,000	83,000
Total.....	862,000	453,000	1,315,000
Annual benefits:			
Damages prevented.....			2,104,000
Decrease in maintenance cost.....			26,000
Total.....			2,130,000

Benefit-cost ratio.—1.6.

Local cooperation.—Provide lands, easements, and rights-of-way. Perform all necessary alteration and modifications of highways, roads, streets, highway bridges, utilities, and drainage facilities. Deposit funds with the United States to cover the cost of constructing outlets from the proposed channels to permit diversion of streamflows to spreading grounds for percolation into underground basins. Hold the United States free from damages due to construction of the works and from damages arising from any water-rights claims. Operate and maintain the works after completion including removal of debris to maintain adequate storage capacities in the debris basins. Prevent any encroachment that would reduce the flood-carrying capacities of the channels or that would reduce the debris storage capacities of the debris basins. Local interests have indicated a willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that 78 percent of flood control benefits accrue to future development in the flood plain and believes that both structural measures and flood plain management will be necessary. Since it is the responsibility of local interests to adopt an adequate flood plain management program, the Bureau urges the Corps of Engineers to encourage local interests to take necessary action by furnishing technical services and guidance. The Bureau also recommends that the economics be re-evaluated during preconstruction planning so that specific guidelines established by the Federal agencies for implementing Executive Order 11296 can be taken into consideration in the projection of future developments. Subject to consideration of these comments, the Bureau of the Budget has no objection to submission of the report to Congress.

Comments of the Secretary of the Army.—The Secretary of the Army states that during preconstruction planning, the Chief of Engineers will review the size and scope of the project and modify the plan as needed to achieve the most reasonable balance between structural works, flood plain regulation mentioned in the State's letter as a requirement of the State water code, and a broad program of flood

plain management. The objective of the review is to avoid uneconomic, hazardous, or unnecessary further development in the flood plain.

Remarks.—The proposed project would relieve a longstanding flood problem which has been accelerated by the increasing population and urbanization of the area. The project is well justified.

DADE COUNTY, FLA.
(H. Doc. 335, 90th Cong.)

Location.—The shoreline under study consists of about 14.5 miles of the Atlantic coast of Dade County north of Government Cut, and includes Miami Beach and a number of smaller coastal communities.

Authority.—Authority for the study is contained in section 2 of the River and Harbor Act of July 3, 1930, as amended and supplemented; and Public Law 71, 84th Congress, approved June 15, 1955.

Existing project.—There is no existing Federal project for beach erosion control or hurricane protection.

Erosion and hurricane problem.—Recession of the shore is causing loss of valuable beaches and property, and is placing seawalls and other structures under direct wave attack. Many of the most intense hurricanes of record have passed over or near the study area. Hurricane tides and waves generated in the ocean and in Biscayne Bay in past hurricanes have caused major tidal flooding in the area.

Recommended plan of improvement.—The recommended plan of improvement provides for construction of a protective beach and dune and periodic nourishment for beach erosion control and hurricane protection between Government Cut and Bakers Haulover Inlet, a protective beach and periodic nourishment at Haulover Beach Park.

Estimated cost (price level of 1964).—

	Government Cut to Bakers Haulover Inlet	Haulover Beach Park	Total
Federal.....	\$11,262,000	\$543,000	\$11,805,000
Non-Federal.....	17,338,000	337,000	17,675,000
Total.....	28,600,000	880,000	29,480,000

¹ Federal cost could increase to \$17,701,000 and non-Federal cost decrease to \$11,779,000 with the establishment of public ownership and use of all beaches in the recommended project.

Project economics (based on present ownership).—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$471,000	\$703,000	\$1,174,000
Maintenance.....	0	17,000	17,000
Periodic nourishment.....	79,000	392,000	471,000
Total.....	550,000	1,112,000	1,662,000
Annual benefits:			
Damages prevented.....			740,000
Prevention of loss of land.....			470,000
Recreational use of beaches.....			3,240,000
Total.....			4,450,000

Benefit-cost ratio.—2.7.

Local cooperation.—Contribute in cash for the first costs of the work between Government Cut and Bakers Haulover Inlet: Amounts ranging from 60.2 percent with existing shorefront ownership, presently estimated at \$17,005,000, to 39.3 percent, with public shorefront ownership, presently estimated at \$11,109,000; 100 percent of the cost required for filling landward of the project limit, presently estimated at \$1,050,000; and for the work at Haulover Beach Park, contribute 21.3 percent of the first cost, an amount presently estimated at \$147,000; contribute in cash for the first 10 years of project life, amounts ranging from 88.9 percent of the nourishment cost for the beach, with existing ownership, to 60.7 percent with public ownership, and the entire maintenance cost for the dune, all between Government Cut and Bakers Haulover Inlet, now estimated at from \$378,000 to \$258,000 and \$17,000 annually, respectively, the final apportionment of costs to be determined on the basis of actual costs, and shore ownership and use at the time of construction; and 30 percent of the nourishment cost for Haulover Beach Park, now estimated at \$14,000 annually, such contribution to be prior to each nourishment operation; provide at their own expense all necessary lands, easements, rights-of-way, and relocations required for construction and subsequent maintenance of the project, now estimated at \$190,000 for the combined beach erosion control-hurricane protection project between Government Cut and Bakers Haulover Inlet, and \$10,000 for the beach erosion control project at Haulover Beach Park; hold and save the United States free from claims for damages that may result from construction or maintenance of the improvement; assure continued public ownership and use of the shore upon which the amount of Federal participation is based, and its administration for public use during the economic life of the project; assure maintenance of the groin, and after the first 10 years of project life, periodic nourishment of the protective beach and maintenance of the dune during the economic life of the project, as may be required to serve the intended purpose; assure that water pollution that would endanger the health of bathers will not be permitted; prevent removal or relocation by man of fill from the beach berm and dune, thereby insuring proper dimensions and elevations as called for by the plan of improvement; prevent the erection of barriers to the littoral movement of material that would interfere with the nourishment of the beach; maintain throughout the project life, at the parks qualifying for 70-percent Federal participation, a zone that excludes permanent human habitation and areas that include but are not limited to recreational beaches, that satisfy criteria for conservation sufficient distance to protect the uplands from damage, and that provide essentially full park facilities for public use, all of which shall meet the approval of the Chief of Engineers; at least annually inform interests affected that the project will not provide complete protection from a hurricane tide level equal to or higher in elevation than that of the hurricane of September 1926 and will not reduce flooding resulting from tides generated in the bay; and establish in public ownership for public use. Local interests are willing and able to meet these requirements.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of the report to Congress. However, the Bureau of the Budget notes that the preponderance of benefits estimated for the proposed project between Government Cut and Bakers Haulover Inlet would accrue, on the basis of existing shorefront ownership, to beaches presently in public ownership and use. As a result, it believes the economic justification for the proposed improvements along shorefront presently in private ownership is questionable. The Bureau states that assurances of public access and use of these beaches would provide opportunity for dispersion of projected recreational use along the entire length of the project and opportunity for possibly even greater recreational use than estimated in the report. Further, it agrees fully with the views of the Secretary of the Army that it is important to insure that the expenditure of Federal funds for this project will result in commensurate public benefit.

The Bureau of the Budget, therefore, concurs in the recommendation of the Secretary of the Army that the project authorization provide that, prior to construction, local interests furnish assurances satisfactory to the Secretary of the Army that they will establish and continue public use of all of the new beach fill seaward of the landward limit of the project together with acceptable access and other facilities necessary for public use.

Comments of the Secretary of the Army.—The Secretary of the Army believes that it is important to insure that adequate public benefit will result from the Federal expenditure. He recommends, therefore, that the projects for beach erosion control and hurricane protection be authorized in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in his report: Provided, that in addition thereto, prior to construction, local interests furnish assurances satisfactory to the Secretary of the Army that they will establish and continue public use of all of the new beach fill seaward of the landward limit of the project.

Remarks.—The project is needed to prevent loss of valuable beaches and property, and for protection of seawalls and other shoreline structures.

DELAWARE COAST
(S. Doc.—90th Cong.)

Location.—Atlantic Ocean shore of Delaware, Cape Henlopen south to Fenwick Island (Delaware-Maryland line).

Authority.—Senate Public Works Committee resolution approved January 7, 1963.

Existing project.—Federal beach restoration and nourishment project from Rehoboth Beach to Indian River Inlet, plus various navigation improvements. Recommended project will be in lieu of existing beach restoration project.

Problem.—Severe erosion occurs throughout the study area, endangering existing shore developments. This erosion is the result of normal erosion processes plus the effect of hurricanes and other storms.

Recommended plan of improvement.—Beach widening; dune, bulkhead, stone revetment, and sand fence construction; planting dune grass; and periodic beach nourishment. Project consists of reach 1, 13.6 miles, Cape Henlopen to Indian River Inlet, and reach 2, 10.9 miles, Indian River Inlet to Fenwick Island, either of which may be constructed independently of the other.

Estimated cost (1966 price level).—

Federal.....	\$5, 584, 000
Non-Federal.....	2, 460, 000
Total.....	8, 044, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$220, 600	\$97, 700	\$318, 300
Maintenance and operations, replacements and personal nourishment.....	270, 200	774, 100	1, 044, 300
Total.....	490, 800	871, 800	1, 362, 600
Annual benefits:			
Damages prevented.....			1, 610, 000
Beach recreation.....			386, 000
Land enhancement.....			54, 000
Decreased maintenance.....			9, 000
Total.....			2, 059, 000

Benefit-cost ratio.—Reach 1: 1.4; reach 2: 1.6.

Local cooperation.—Bear 31 percent of total first cost, estimated at \$2,460,000; provide all lands, easements and rights-of-way required; accomplish all necessary alternations and relocations; hold and save the United States free from damages due to construction; maintain all works after completion, including maintenance and replacement of existing groins; assure continued public ownership and use of pertinent shore; adopt ordinances to provide for dune preservation; control water pollution; maintain a zone excluding permanent human habitation; inform interests annually that project will not provide complete hurricane tide protection. Local interests have indicated a willingness and ability to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

State of Delaware: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that local interests desire measures to restore and stabilize the beaches along the Delaware coast. They believe that improvements in the interest of beach erosion control and hurricane protection are justified in view of the increasing value of beaches and resort communities as recreational and summer resi-

dential areas. Authorization at this time of the proposed plan for beach erosion control as recommended by the Chief of Engineers is needed for prevention of serious erosion throughout the study area, which is endangering existing shore developments, and will fully meet the desires of local interests in the State of Delaware. The committee considers this to be a most worthy project and accordingly recommends its adoption.

FEATHER RIVER NEAR CHESTER, CALIF.
(H. Doc. 314, 90th Cong.)

Location.—The town of Chester is located in northeastern California, about 125 miles north of Sacramento, on the North Fork of Feather River which drains a 115-square-mile area above the town.

Authority.—House Committee on Public Works resolution adopted June 13, 1956.

Existing project.—There is no existing Federal project at Chester.

Flood problems.—Flood flows cause heavy deposition in stream channels through the town which results in loss of channel capacity and contributes to the stranding of debris. Floodwaters then leave the channel and spread over the flood plain on which the town is located.

Recommended plan of improvement.—The plan of improvement provides for an earthfill diversion dam with a crest length of about 850 feet and a maximum height of about 45 feet. Diverted flows would be confined within an old channel by levees 10,200 feet long on the left bank and 6,000 feet long on the right bank.

Estimated cost (price level of July 1966).—

Federal.....	\$940, 000
Non-Federal.....	820, 000
Total.....	1, 760, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$31,000	\$31,000	\$62,000
Maintenance and operation.....	0	9,000	9,000
Total.....	31,000	40,000	71,000
Annual benefits:			
Damages prevented.....			83,000
Area redevelopment.....			4,000
Total.....			87,000

Benefit-cost ratio.—1.2.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold the United States free from damages; maintain and operate the works after completion; accomplish all relocations of buildings, utilities, bridges and roads, sewers and pipelines, and other alterations which may be required for construction of the project; adjust all claims concerning water rights; prescribe and enforce regulations designed to prevent encroachment of any type that would impair the flood control effectiveness of the works. Local interests have indicated willingness to comply with the requirements of local co-operation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that the projected annual benefits would not equal the average annual costs of the project for nearly 30 years. Therefore, the Bureau would expect the Chief of Engineers prior to requesting construction appropriations to review the timing of initiation of the project. Subject to consideration of these comments the Bureau has no objection to submission of the proposed report to Congress.

Comments of the Secretary of the Army.—In accordance with the comment of the Bureau of the Budget, the Chief of Engineers will review the timing of initiation of the project prior to requesting appropriations of funds for construction. Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states:

In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted.

Remarks.—The proposed improvement would relieve a serious flooding situation in the city of Chester and is economically justified.

HILLSBOROUGH BAY, FLA.

(H. Doc. 313, 90th Cong.)

Location.—Northeast extension of Tampa Bay on the west-central coast of the Florida peninsula.

Authority.—Public Law 71, 84th Congress, first session, approved June 15, 1955.

Existing project.—None for hurricane protection.

Flood problem.—Hurricanes passing over or near Hillsborough Bay have caused extremely high tides at Tampa, resulting in serious flooding and property damage in both residential and industrial areas.

Recommended plan of improvement.—An earthfill levee and barrier, with two ungated navigation openings, about 58,000 feet from Gadsen Point to the mainland south of Little Manatee River. A comprehensive hydraulic model be constructed, operated, and maintenance for the study of water utilization and control in the Tampa Bay region.

Estimated cost (price level of 1964).—

	Hurricane project	Model study	Total
Federal.....	\$9,159,000	\$750,000	\$9,909,000
Non-Federal.....	3,925,000	-----	3,925,000
Total.....	13,084,000	750,000	13,834,000

Project economics (for hurricane project).—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$364,600	\$156,200	\$520,800
Maintenance.....	400	40,000	40,400
Total.....	365,000	196,200	561,200
Annual benefits: Damages prevented.....			600,000

Benefit-cost ratio.—1.1.

Local cooperation.—Provide without cost to the United States all lands, easements, rights-of-way, and reallocations required for construction of the project, at costs presently estimated at \$35,000; bear 30 percent of the first cost, exclusive of navigation aids, a sum presently estimated at \$3,925,000 consisting of the items listed above and a cash contribution presently estimated at \$3,890,000, to be paid in a lump sum prior to initiation of construction, or in installments prior to start of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of costs to be made after actual costs and values have been determined; hold and save the United States free from damages due to the construction works; maintain and operate all the works, except navigation aids, in accordance with regulations prescribed by the Secretary of the Army; and at least annually notify interests affected of the degree of protection provided and of local actions to be taken during hurricane emergencies. Local interests have indicated a willingness and ability to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Commerce: Favorable.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget states that because of the project's very marginal justification, it is its view that the further detailed studies should be completed before the proposed barrier improvements are considered for authorization. Thus, it believes authorization of construction of the proposed barrier improvements at this time would be premature. The Bureau of the Budget concurs in the Chief of Engineers' recommendation that a complete investigation and study of water utilization and control in the Tampa Bay region be authorized. It believes however, that the Chief of Engineers should carefully investigate alternatives to the hydraulic model such as computer model analysis and the more conventional water resources analysis methods and prepare a cost effectiveness analysis for such alternatives. It further believes that a complete investigation and study of water utilization and control in the Tampa Bay region should be a multiagency effort involving the Department of the Interior, other Federal agencies, and interested State agencies.

Comments of the Secretary of the Army.—The Secretary of the Army concurs with the Bureau of the Budget and will submit to the Congress proposed legislation for this study.

Remarks.—This is a much needed improvement to protect against extremely high tides at Tampa caused by hurricanes passing over or near Hillsborough Bay. The model study will provide much needed

information for this area. However, the committee agrees with the Secretary of the Army and the Bureau of the Budget that construction of the barrier across Hillsborough Bay should not be undertaken until further detailed studies, including a comprehensive model study of the entire Tampa Bay area, have been made by the Chief of Engineers. Language to the effect has been included in the bill.

IAO STREAM, WAILUKU, MAUI, HAWAII (H. Doc. 151, 90th Cong.)

Location.—Iao Stream drains a portion of the slopes of the West Maui Mountains, and its lower course runs into the sea just east of the town of Wailuku on the island of Maui.

Authority.—Flood Control Acts of 1950 and 1962.

Existing project.—The existing Federal improvement for flood control provides for clearing and snagging in the lower 5,500 feet of the river which was completed by the Corps of Engineers in 1954. Local interests have constructed levees, walls, and channels for 2,700 feet upstream of Market Street bridge.

Flood problem.—Fast rising high velocity floods cause extensive damages and loss of life. The severest flood of record occurred in January 1916, resulting in the loss of 13 lives. One other life was lost in the flood of December 1950. Accumulation of large boulders and other debris in the downstream reaches contributes to the problem.

Recommended plan of improvement.—Construction of a debris basin about three miles upstream from the mouth and levees and channel improvements downstream from Market Street bridge to the ocean.

Estimated cost (price level of October 1965).—

Federal.....	\$1, 660, 000
Non-Federal.....	240, 000
Total.....	1, 900, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$66, 100	\$9, 500	\$75, 600
Maintenance and operation.....	0	14, 500	14, 500
Total.....	66, 100	24, 000	90, 100
Annual benefits:			
Damages prevented.....			103, 000
Elimination of maintenance to existing channel.....			10, 000
Total.....			113, 000

Benefit-cost ratio.—1.3.

Local cooperation.—Provide all lands, easements, and rights-of-way. Hold and save the United States free from damages. Maintain and operate the works after completion. Prevent encroachment on the improved channel. Provide all relocations of buildings, utilities, bridges and roads, sewer, pipelines, and other alterations of existing improvements which may be required. At least annually notify affected

interests the extent of flood protection provided by the project. Local interests have indicated willingness to meet requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Hawaii: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

*Remarks.—*The committee considers the recommended improvements to be needed in view of past floods which caused extensive damage and loss of life.

LAKE CHICOT, ARK.
(H. Doc. 168, 90th Cong.)

*Location.—*Lake Chicot is located in the extreme southeast corner of Arkansas across the Mississippi River from Greenville, Miss.

*Authority.—*House Public Works Committee Resolution adopted June 19, 1963.

*Existing project.—*Lake Chicot lies within the area of the Boeuf and Tensas Rivers and Bayou Macon project, which is a part of the Mississippi River and Tributaries Project. The lake serves as a detention reservoir. Water from two streams served by the Boeuf and Tensas Rivers and Bayou Macon project flow into Lake Chicot from the north and flow out of the lake through the southern end. The project reduces flooding caused by interior runoff and provides an outlet for drainage.

*Problem.—*High turbidity of the water in Lake Chicot throughout most of the year and fluctuations of the lake level have greatly lessened the value of the lake for recreation. Federal improvements upstream from the lake are believed to have contributed to this condition.

*Recommended plan of improvement.—*Construction of a pumping plant having a capacity of 6,500 feet per second and gravity drainage structure in the vicinity of Macon Lake, Ark., and related control facilities, to divert flows into the Mississippi River that would otherwise enter Lake Chicot and to regulate the level of the lake. Six recreation areas along the shoreline also will be provided.

Estimated cost (price level of 1966).—

Federal.....	¹ \$15, 240, 000
Non-Federal.....	240, 000
Total.....	15, 480, 000

¹ Includes \$290,000 to be repaid as part of non-Federal share of recreation costs.

Project economics.—

Annual charges:

Interest and amortization.....	\$533, 000
Maintenance, operation, and major replacement.....	¹ 179, 000
Total.....	712, 000

Annual benefits:

General recreation.....	\$405, 000
Fish and wildlife.....	198, 000
Flood control.....	95, 000
Land restoration.....	22, 000
Total.....	720, 000

¹ Includes \$30,000 for non-Federal operation and maintenance of the recreation areas.

Benefit-cost ratio.—1.01 (excluding area redevelopment benefits); 1.1 (including area redevelopment benefits).

Local cooperation.—Administer, operate, and maintain the recreation facilities and insure that the recreation facilities are open to all on equal terms; provide all lands required for specific recreation facilities and make additional contributions necessary to bring the local contribution to not less than 50 percent of project cost charged to recreation, with a provision that local interests may pay this cost, except for lands, over a period of 50 years (estimated cash contribution is \$290,000); perform minor maintenance and operate the gates on control structures in Connerly and Ditch Bayous. Local interests have indicated their willingness to provide the required assurance of cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Arkansas: Favorable.

State of Louisiana: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget does not believe that full Federal responsibility for the damages has been clearly established. Although the tremendous national expansion of the recreation industry since World War II has increased the significance of damages to recreation, the Bureau questions whether the Federal Government should be held fully responsible for damages resulting from a change in the Nation's economy more than 20 years after the original plan of improvement was authorized. The Bureau believes the damages are the result of the cumulative adverse effects resulting from a complex interaction of many Federal and non-Federal improvements made over more than 20 years, some not yet completed. Because of this the Bureau believes that the requirements of local cooperation should be amended to provide that local interests will operate and maintain the recommended project (including major replacements) after completion and to hold and save the United States free from damages due to the construction, operation, maintenance, and replacement of works. Also that no additional improvements should be made at Federal expense in connection with the mitigation of damages caused by silt-laden flows into Lake Chicot. Subject to the above changes in requirements of local cooperation, the Bureau of the Budget advises that there would be no objection to the submission of the proposed report to the Congress.

Comments of the Secretary of the Army.—The Secretary of the Army concurs with the views of the Bureau of the Budget and recommends

amending the recommendations of the Chief of Engineers to require that local interests furnish assurances prior to construction to operate and maintain the recommended project (including major replacements) after completion, and hold and save the United States free from damages due to the construction, operation, maintenance, and replacement. Also, the Secretary recommended that no further improvement be made at Federal expense in connection with the mitigation of damages caused by silt-laden flows into Lake Chicot.

Remarks.—The Committee notes that the inflows to Lake Chicot have become increasingly turbid and rendered the lake almost useless as a base for water-oriented recreation. The improvement would divert highly turbid flows and regulate the level of the lake so that its recreational value can be restored. It believes that the proposed project would mitigate the effects of the Federal improvements upstream from the lake which has contributed to the deterioration of the lake. Therefore, the committee recommends authorization in accordance with the recommendation of the Chief of Engineers.

LICKING RIVER AND TRIBUTARIES, OHIO (H. Doc. 337, 90th Cong.)

Location.—Licking River is in central Ohio, between Columbus and Zanesville, and is a tributary to the Muskingum River.

Authority.—House Public Works Committee resolution adopted June 3, 1959.

Existing projects.—There are two existing Corps of Engineers projects in the basin. The Newark local protection project, consisting of channel enlargement, earth levee and a pumping station, was completed in 1941. Dillon Reservoir, a project for flood control and recreation located downstream from Newark, was completed in 1961.

Flood problems.—The major flood problem is at the city of Newark, where extensive residential and commercial development is subject to flooding. Some damage also occurs in smaller communities and on agricultural lands bordering the streams of the basin. A recurrence of the worst flood of record, that of January 1959, would now cause damages in excess of \$10 million, mainly in Newark. There is also a need for water quality control in the stream, water-related public recreation in the area, and water supply for Newark.

Recommended plan of improvement.—The plan consists of two parts: (1) Utica Dam and Reservoir on the North Fork above Newark for flood control, water supply, water quality control, and recreation; and (2) modification of the Newark local protection project by improving interior drainage facilities, channel enlargement of North Fork, and diversion of Log Pond Run flood flows into Sharon Run.

Estimated cost (price level of 1966).—

	Utica Reservoir	Newark	Total
Federal.....	¹ \$31,500,000	\$1,453,000	\$32,953,000
Non-Federal.....		242,000	242,000
Total.....	31,500,000	1,695,000	33,195,000

¹ Includes non-Federal reimbursements of \$7,820,000 for water supply and \$2,360,000 for recreation and fish and wildlife enhancement.

Project economics.—

	Utica Reservoir			Newark			Total
	Federal	Non-Federal	Total	Federal	Non-Federal	Total	
Annual charges:							
Interest and amortization.....	\$735,000	\$341,800	\$1,076,800	\$57,000	\$11,400	\$68,400	\$1,145,200
Maintenance and operation.....	42,300	101,900	144,200	4,000	5,400	9,400	153,600
Subtotal.....	777,300	443,700	1,221,000	61,000	16,800	77,800	1,298,800
Land production loss.....			51,300			0	51,300
Total.....	777,300	443,700	1,272,300	61,000	16,800	77,800	1,350,100
Annual benefits:							
Flood control.....			347,200			188,800	536,000
Water supply.....			531,800				531,800
Water quality control.....			824,800				824,800
Recreation and fish and wildlife enhancement.....			358,600				358,600
Total.....			2,062,400			188,800	2,251,200

Benefit-cost ratio.—Utica Reservoir, 1.6; Newark, 2.4; total, 1.7.

Local cooperation.—

Utica Reservoir: Hold and save the United States free from damages resulting from water-rights claims due to construction and operation of the project; exercise to the full extent of their legal capability control against removal of streamflow made available for water quality control; contribute to the control of pollution of streams subject to low-flow augmentation by requiring adequate treatment or other methods of controlling wastes at the source; protect the channel downstream from the reservoir from encroachment which would adversely affect operation of the project; repay all costs allocated to municipal and industrial water supply, as determined by the Chief of Engineers, in accordance with the Water Supply Act of 1958, as amended, presently estimated at \$7,820,000 for construction and \$6,700 annually for operation, maintenance, and replacements; in accordance with the Federal Water Project Recreation Act: administer project land and water areas for recreation and fish and wildlife enhancement; pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable construction costs of the project allocated to recreation and fish and wildlife enhancement, presently estimated at \$2,360,000; bear all costs of operation, maintenance, and replacement of recreation and fish and wildlife facilities, presently estimated at \$95,200 annually.

Newark local protection project: Furnish all lands, easements, and rights-of-way; perform without cost to the United States all necessary construction, modification, or relocation of highways, including bridges, utilities, and irrigation and drainage facilities required; hold and save the United States free from damages due to the construction works; maintain the project in accordance with regulations prescribed by the Secretary of the Army; (except for the improved North Fork channel); prevent encroachments on the capacities of the existing and proposed channels within the limits of the project, including Long Pond Run downstream of the diversion.

Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Ohio: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau notes that pumping capacity for sanitary sewage under dry flow conditions is included in the proposed South Fork pumping station and they question whether serving that purpose is a Federal responsibility. Therefore, the Bureau recommends that a restudy be made of the matter prior to construction of the project to determine whether it is a local responsibility.

*Remarks.—*The committee considers that the multiple types of benefits that would accrue are well worth the cost for this project.

LITTLE BLUE RIVER, VICINITY OF KANSAS CITY, MO.
(H. Doc. 169, 90th Cong.)

*Location.—*The Little Blue River is a right-bank tributary of the Missouri River, about 20 miles downstream from Kansas City, Mo. The basin is about 33 miles long, with a maximum width of 13 miles and a drainage area of 224 square miles.

*Authority.—*Resolutions of the Senate and House Public Works Committees adopted August 23 and October 1, 1962.

*Existing project.—*There are no Federal flood control improvements for the Little Blue River basin. Improvement of the lowermost 7 miles of the Little Blue River has been substantially completed as a part of the Federal construction of the Missouri River Levee Unit No. 351-R, which includes a tieback levee from the Missouri River along the left bank of the improved Little Blue River channel. Three recreation lakes, two public (non-Federal), and one private, have been constructed in the East Fork subbasin.

*Flood problem.—*The most severe flood of record on Little Blue River occurred in 1961, when flood damage amounted to \$870,000. If the stage had been 2 feet higher, damages would have been about \$15 million. With progressive urbanization of the basin, future flooding may be expected to be much more serious. In contrast with floods, prolonged droughts have resulted in a condition of no flow for periods in excess of 30 days. Even with adequate sewage treatment facilities that are anticipated in the next few years, uncollected urban runoff will pose a pollution problem unless low-flow supplementation is provided. The existing recreation lakes in the county receive heavy public use, and the demand for additional water-based recreation facilities is increasing.

*Recommended plan of improvement.—*Construction of two multiple-purpose reservoirs, Longview and Blue Springs; intermittent realignment and enlargement of the Little Blue River channel from the head

of the Missouri River Levee Unit No. 351-R upstream to the vicinity of Wildwood Creek; and diversion of West Fire Prairie Creek, together with levee construction, to prevent Little Blue River floods from inundating the Lake City Army Ammunition Plant and adjacent lands.

Estimated cost (price level of May 1966).—

Federal.....	¹ \$38,492,000
Non-Federal.....	624,000
Total.....	39,116,000

¹ Non-Federal interests to repay \$2,285,000 for recreation and fish and wildlife enhancement. The net cost to the Federal Government would be an estimated \$36,207,000.

Construction costs.—

Reservoirs:	
Blue Springs.....	\$10,700,000
Longview.....	23,150,000
Total, reservoirs.....	33,850,000
Local protection works.....	5,266,000
Total project.....	39,116,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges, reservoirs:			
Interest and amortization.....	\$1,143,000		\$1,143,000
Operation, maintenance and replacement.....	35,000	\$109,000	144,000
Economic loss on lands.....	156,000		156,000
Total.....	1,334,000	109,000	1,443,000
Local protection works:			
Interest and amortization.....	186,100	24,700	210,800
Operation and maintenance.....	1,900	7,300	9,200
Total.....	188,000	32,000	220,000
Annual benefits, reservoirs:			
Flood control.....			1,418,000
Water quality.....			255,000
Fish and wildlife enhancement.....			350,000
General recreation.....			610,000
Total.....			2,633,000
Local protection works: Flood control.....			697,000

Benefit-cost ratios.—Reservoirs: Blue Springs, 2.2; Longview, 1.6. Local protection works, 3.2.

Local cooperation, reservoirs.—Administer land and water areas for recreation and fish and wildlife enhancement; repay one-half of the separable cost allocated to recreation and fish and wildlife enhancement, presently estimated at \$1,325,000 for Longview Reservoir and \$960,000 for Blue Springs Reservoir; operate, maintain, and replace recreation and fish and wildlife lands and facilities, presently estimated at about \$69,000 for Longview and \$40,000 for Blue Springs annually; control pollution of the streams subject to low-flow augmentation by adequate treatment or other methods of controlling wastes at their source; obtain water rights needed for storage and use of water, resolve any conflicts in water rights, and use the water in a manner consistent with Federal and State laws;

Channel improvement works.—Furnish all lands, easements, and rights-of-way, including acquisition of sufficient interest in the channels downstream from the Longview and Blue Springs damsites to prevent encroachment on the existing channels and to assure maintenance of their present capacities; hold and save; maintain and operate; and make all alterations and relocations of highways, highway bridges, utilities, and related facilities, except railroad bridges and approaches in connection therewith;

General provisions.—Provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain areas by encouraging prudent use of flood proofing, land regulation planning or other flood plain management techniques to reduce flood losses; and adequately inform all affected persons, at least annually, that the projects will not provide complete flood protection. Local interests have indicated their willingness and ability to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Missouri: Favorable.

Comments of the Bureau of the Budget.—The Bureau noted that the flood plain of the Little Blue River is rural in nature with about 5,000 acres of unoccupied land in the lower part of the basin. Under the circumstances, the Bureau of the Budget believes more emphasis should have been placed on nonstructural alternatives such as zoning regulations, flood warning systems, and floodproofing, which might provide adequate protection of existing development. Subject to consideration of the above, the Bureau of the Budget advises there would be no objection to submission of the proposed report to the Congress.

Remarks.—The committee notes that the proposed Blue Springs and Longview Reservoirs, in combination with a variety of downstream local channel protective measures on the Little Blue River in the vicinity of Kansas City, Mo. will provide protection for the rapidly growing residential and commercial developments in the expanding Kansas City metropolitan area. The project will also provide low-flow augmentation to reduce the nuisance and unhealthy stream conditions that exist during summer drought flows and much-needed recreational opportunities. The committee notes that local interests demonstrated their strong support for authorization of the project and considers the project economically justified and recommends its adoption.

LITTLE DELL PROJECT, SALT LAKE CITY STREAMS, UTAH
(S. Doc. 53, 90th Cong.)

Location.—The study area drains about 110 square miles of the western slopes of the Wasatch Mountains and adjoining lands within the metropolitan areas of Salt Lake City to the Jordan River in north-central Utah.

Authority.—Resolution of the Senate Public Works Committee, adopted May 22, 1963.

Existing project.—There are no existing Federal improvements for flood control on the streams considered in this report. A channel improvement project to bypass excess flows originating on the upper Jordan River through the Surplus Canal to Great Salt Lake was completed by the Corps of Engineers in 1960 at a Federal cost of about \$1,230,000. A dam and reservoir for flood control and water supply with a capacity of 8,000 acre-feet was authorized by the Flood Control Act of 1960 for construction by the Corps of Engineers at the Little Dell site. No work has been done. Local interests have constructed a system of underground conduits to convey runoff from the streams through Salt Lake City to Jordan River. Local interests also have constructed several projects for water supply including Mountain Dell Reservoir on Parleys Creek and a system of wells for development of the underground water supply.

Flood problem.—Floods of record have occurred from snowmelt runoff during the months of April, May, and June, the largest of which occurred in 1952. This flood overflowed the 13th South Street conduit for 30 days and inundated about 1,000 acres of highly developed urban area, causing damages estimated at \$2,600,000. There will be a shortage of firm water supply in the area by 1970. Also, the existing recreational facilities in the Salt Lake City area are limited, and with the predicted population increase there is a need for recreation facilities in conjunction with water resources development.

Recommended plan of improvement.—Modification of the authorized project to provide for construction of a dam and reservoir with a capacity of 50,000 acre-feet on Dell Creek for flood control, water supply, recreation, and fish and wildlife enhancement. The Little Dell project and the existing Mountain Dell Reservoir are to be operated as a coordinated unit.

Estimated cost (price level of July 1966).—

Federal.....	¹ \$22, 664, 000
Non-Federal.....	² 586, 000
Total.....	23, 250, 000

¹ Includes \$9,800,000 allocated to water supply and \$635,000 for recreation and fish and wildlife enhancement, to be reimbursed by local interests.

² Costs of lands allocated to flood control to be provided prior to construction.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$846, 000	\$20, 000	\$866, 000
Maintenance and operation.....	129, 000	143, 000	172, 000
Total.....	875, 000	163, 000	1, 038, 000
Annual benefits:			
Damages prevented.....			412, 000
Water supply.....			619, 000
Recreation.....			810, 000
Total.....			1, 841, 000

¹ Includes \$16,000 to be repaid by local interests for water supply.

Benefit-cost ratio.—1.8.

Local cooperation.—Prior to construction, local interest are to furnish assurances that they will obtain all water rights necessary for operation of the project in the interest of water supply; hold and save the United States free from water rights claims; repay all costs allocated to water supply in accordance with the provisions of the 1958 Water Supply Act, presently estimated at \$9,800,000 for construction and \$16,000 annually for operation and maintenance; maintain and operate the existing Mountain Dell Reservoir in accordance with flood control rules and regulations to be prescribed by the Secretary of the Army; in accordance with the Federal Water Project Recreation Act: administer project land and water areas for recreation and fish and wildlife, pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable cost allocated to recreation and fish and wildlife enhancement, an amount currently estimated at \$635,000, and bear all costs of operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities, the amount involved currently estimated at \$133,000 annually; adequately inform interests affected that the project does not provide protection against rainfloods below the dam and that the project-related diversion facilities do not provide protection against large floods on Emigration and Mill Creeks; contribute the cost of lands, easements, rights-of-way, and relocations allocated to flood control, an amount presently estimated at \$586,000 and bear all costs of operation, maintenance, and replacements for flood control estimated at \$10,000 annually; and protect channels downstream from the reservoir from encroachment which would adversely affect reservoir operation. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: The Department believes water supply from Little Dell will not be needed until 1990 instead of between 1971 and 1980. Recommends that the Bureau of Reclamation be assigned responsibility for coordination of project operations and marketing of water. In reply, the Chief of Engineers indicated that the water demand and benefits are based on data furnished by the metropolitan water district, the local sponsor, which has furnished assurances to repay the water supply cost.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Utah: The State recommends that authorization and construction be completed as quickly as possible. The State further recommends that the cost allocation and related analyses be modified to reflect the planned recreational use and that recon-

sideration be given to the local requirements for the flood control aspects. In reply, the Chief of Engineers indicated that he was revising his report to reflect the increased recreational use. With respect to the local requirements for flood control, he concluded that this is consistent with present policy.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes that the proposed improvements provide flood control, water supply, recreation, and fish and wildlife enhancement for the Salt Lake City area in the Jordan River Basin, and is well justified.

MISSISSIPPI RIVER FROM CASSVILLE, WIS., TO MILE 300
(H. Doc. —, 90th Cong.)

Location.—The project is located at Clinton and Bettendorf, Iowa, and Fulton, East Moline and Milan, Ill., on the upper Mississippi River between Cassville, Wis., above mile 600, and mile 300.

Authority.—Two resolutions by the House Committee on Flood Control adopted September 18, 1944, and a resolution by the Senate Public Works Committee adopted June 23, 1965.

Existing project.—Numerous local levee, floodwall, and interior drainage construction and improvement projects have been constructed.

Flood problem.—Flooding has been relatively frequent; recent major floods occurred in 1951, 1952, and 1965 and caused significant monetary losses, disruption of normal business and transportation activity, and temporary evacuation of a large number of residences. The 1965 flood caused an estimated \$11,389,200 damages within the flood plains to be protected.

Recommended plan of improvement.—Construction of levees and floodwalls, improvement of levees, and construction of appurtenant flood control structures at Clinton and Bettendorf, Iowa, and Fulton, East Moline, and Milan, Ill.

Estimated cost (January 1967 price levels).—

	Clinton, Iowa	Fulton, Ill.	Bettendorf, Iowa	East Moline, Ill.	Milan, Ill.
Federal.....	\$9,200,000	\$4,470,000	\$2,150,000	\$4,270,000	\$1,210,000
Non-Federal.....	1,410,000	650,000	185,000	250,000	275,000
Total.....	10,610,000	5,120,000	2,335,000	4,520,000	1,485,000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization:			
Clinton.....	\$326, 891	\$50, 100	\$376, 991
Fulton.....	156, 365	22, 738	179, 103
Bettendorf.....	75, 209	6, 472	81, 681
East Moline.....	149, 369	8, 745	158, 114
Milan.....	42, 327	9, 620	51, 947
Total.....	750, 161	97, 675	847, 836
Maintenance, operation, replacements:			
Clinton.....		37, 015	37, 015
Fulton.....		15, 446	15, 446
Bettendorf.....		19, 918	19, 918
East Moline.....		121, 376	121, 376
Milan.....		9, 687	9, 687
Total.....		203, 442	203, 442
Loss of productivity:			
Clinton.....		14, 350	14, 350
Fulton.....		8, 225	2, 225
Bettendorf.....		2, 520	2, 520
East Moline.....		4, 060	4, 060
Milan.....		4, 218	4, 218
Total.....		33, 373	33, 373
Grand total.....	750, 161	334, 490	1, 084, 651
Annual benefits:			
Damages prevented (1966 prices):			
Clinton.....	1, 217, 500		
Fulton.....	220, 600		
Bettendorf.....	218, 500		
East Moline.....	399, 300		
Milan.....	124, 600		
Total.....	2, 180, 500		

Benefit-cost ratio.—Clinton, 2.8; Fulton, 1.1; Bettendorf, 2.1; East Moline, 1.4; Milan, 1.9.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way; hold and save the United States free from damages due to construction; maintain and operate all works after completion; modify or relocate buildings, utilities, sewers, and other facilities except railroad bridges and approaches thereto, including necessary widening of levees to provide for roadways; obtain legal control over pertinent pondage areas and prevent encroachment until substitute areas or increased pumping capacity have been provided. Clinton would be required to provide cost of embankment, including cost of pavement and curbing to raise and extend Riverview Drive between Sixth Avenue South and Ninth Avenue North. Bettendorf would be required to bear the cost of relocating about 1,400 feet of gravel-surfaced road, certain sewer lines, chain link fencing on the existing levee, a priority crane, and shelter buildings at river oil terminals. Local interests have expressed a willingness to provide the necessary items of local cooperation.

Comments of the State and Federal Agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Illinois: Favorable.

State of Iowa: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvement will protect against relatively frequent flood at the towns of Clinton, Bettendorf, Iowa, and Fulton, East Moline and Milan, Ill.

MISSOURI RIVER EMERGENCY BANK STABILIZATION

In the 1963 omnibus rivers and harbors bill, language was included by the Senate committee authorizing the Chief of Engineers to perform certain emergency bank protection work below Garrison Dam, N. Dak., with a cost limitation of \$3 million.

This work was needed because it was claimed that releases from Garrison Reservoir were degrading and eroding the river banks. Congressional action was necessary because the Corps of Engineers indicated it was without authority to perform the necessary work.

In accordance with the 1963 directive of Congress, the corps performed work at five locations, three of which have been completed, and two are underway. The corps and the Bureau of the Budget are not opposed to completing work on the two remaining sites at an additional cost of \$2 million, provided local interests maintain the work after completion.

In April of this year, the committee held hearings on S. 537, a bill to increase the authorization for emergency bank protection work on the Missouri River from \$3 to \$10 million. Testimony was received from local interests indicating that they desired emergency work at localities other than those at which work was being undertaken by the Corps of Engineers.

These areas are located at Bismarck-Mandan and Stanton, N. Dak. The Corps of Engineers has informed the committee that it would require an additional amount of \$1,670,000 to perform emergency work at Bismarck-Mandan, and an amount of \$370,000 to take care of emergency work at Stanton. These amounts, when added to the \$2 million needed for work already underway, brings the total required authorization for the work below Garrison Dam to \$4,040,000. In view of the severe damages that are occurring along the Missouri River below Garrison Dam, which are possibly attributable to the operation of a Federal water resource development project, the committee has seen fit to amend the act of 1963 to increase the authorization available for such remedial works.

NAVASOTA RIVER WATERSHED, TEXAS (H. Doc. —, 90th Cong.)

Location.—The Navasota watershed is in the east-central part of Texas. Its length is about 122 miles, maximum width about 35 miles. The drainage area is 2,211 square miles.

Authority.—House Committee on Public Works resolution adopted July 1, 1958.

Existing projects.—Ferguson Dam and Reservoir on the Navasota River (river mile 36.5) was authorized in 1954 as a unit of a plan of improvement for the lower Brazos River Basin for flood control, water

conservation and allied purposes. The principal non-Federal developments in the Navasota watershed are Lake Mexia, Lake Springfield, and Camp Creek Lake. Numerous other small reservoirs have been constructed by local interests for recreation and various water supply purposes.

Flood problem.—Floods occur on the Navasota River at any time of the year. The predominant flood problem resulting from these floodflows is the 236-mile downstream reach of the Brazos River. This affected area consists of about 614,400 acres of which 262,200 are improved agricultural lands, 350,700 are unimproved grazing lands, and 1,500 are in several communities along the reach.

Recommended plan of improvement.—The plan of improvement would provide for two-stage development on the Navasota River, consisting of a dam and reservoir at the Millican site (river mile 24.1) as the initial unit and another dam and reservoir at the Navasota No. 2 site (river mile 83.4) as a future unit to provide for flood control, water supply, and recreation and fish and wildlife enhancement in lieu of the authorized Ferguson Dam and Reservoir. The second unit, Navasota No. 2, would be completed when needed for water supply, about year 2010.

Estimated cost (price level of January 1965).—

All Federal:	
Millican.....	\$58, 620, 000
Navasota No. 2.....	61, 087, 000
Total.....	¹ 119, 707, 000

¹ Includes \$65,987,200 allocated to water supply and \$4,305,000 allocated to recreation and fish and wildlife to be repaid by local interests.

Project economics.—

	Millican	Navasota No. 2	Total
Annual charges:			
Interest and amortization.....	\$2, 118, 500	\$2, 226, 500	\$4, 345, 000
Maintenance and operation.....	286, 000	257, 700	¹ 543, 700
Total.....	2, 404, 500	2, 474, 200	4, 888, 700
Annual benefits:			
Damages prevented.....	3, 111, 500	156, 700	3, 268, 200
Water supply.....	1, 320, 000	1, 908, 400	3, 228, 400
Recreation.....	2, 255, 800	1, 610, 900	3, 866, 700
Total.....	6, 687, 300	3, 676, 000	10, 363, 300

¹ Includes \$105,100 allocated to water supply and \$314,700 for recreation, both a non-Federal responsibility.

Benefit-cost ratio.—2.8, 1.5, and 2.1.

Local cooperation.—Reimburse costs allocated to water supply storage, estimated at \$65,987,200 for construction and \$105,100 annually for operation, maintenance and replacements; obtain all water rights necessary for operation of the project in the interest of water supply; hold and save free from damages due to water-rights claims; and administer project land and water areas for recreation and fish and wildlife enhancement; repay one-half the separable cost allocated to recreation and fish and wildlife enhancement estimated at \$4,305,000, and operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities estimated at \$314,700.

Local interests have indicated willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: The Department noted that the corps had not relied upon the Fish and Wildlife Service's estimate of fishing and hunting benefits but had prepared an independent estimate. As a result of further coordination with the Bureau of Sports Fisheries and Wildlife concerning fishing and wildlife matters, the Chief of Engineers has reevaluated the general recreation and the fish and wildlife recreation benefits attributable to the recommended plan. However, adoption of these revised annual benefits does not significantly affect the evaluation of the recommended plan.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Texas: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau notes that the Chief of Engineers recommends immediate authorization of the Millican and Navasota No. 2 Reservoirs although the latter is not required until about the year 2010. The Bureau states that although there is no objection to early authorization of the Navasota No. 2 project, it recommends that a restudy be completed and approved by the President prior to construction of the project. The Bureau suggests the following amendment to legislation for this project:

Provided, That construction of the Navasota No. 2 Reservoir shall not be initiated until the President has approved a report prepared by the Secretary of the Army reexamining the basis on which the project was formulated.

Subject to consideration of its views, the Bureau of the Budget has no objection to submission of the report.

*Remarks.—*The recommended work is a needed and justified substitution for a previously authorized project. The proposed two-stage plan of development is recommended for authorization to serve the needs of the areas for flood control, water supply, recreation, and fish and wildlife enhancement. These reservoirs are important units in the comprehensive development of the Brazos River Basin. The committee notes the comments of the Bureau of the Budget relating to a reanalysis of the Navasota No. 2 reservoir prior to construction and accordingly has included language in the bill providing for such procedure to be followed by the Secretary of the Army. The committee desires to point out that opposition was expressed by certain local interests regarding the sequence of construction of the proposed plan of improvement. However, the committee is informed that the Chief of Engineers, prior to submission of the report to Congress, reexamined the proposed plan of improvement and concluded that it was more advantageous to construct the Millican Reservoir as the initial step with construction of the Navasota No. 2 project at a later date. The committee wishes to point out, however, that at such time as funds are made available for planning on this development, the Chief of Engineers should again reexamine the situation to assure himself of the desirability at that time of proceeding with the sequence of construction as recommended in his report on the Navasota River.

NISHNABOTNA RIVER AND TRIBUTARIES AT EXIRA, IOWA (H. Doc. 142, 90th Cong.)

Location.—The Nishnabotna River is a left bank tributary of the Missouri River located principally in southwestern Iowa. Davids Creek is a headwater tributary that rises about 15 miles northeast of Exira and flows southeasterly through the town and joins the East Nishnabotna River about one mile downstream.

Authority.—Resolution of the House Flood Control Committee adopted June 21, 1944.

Existing project.—There are no existing or authorized Federal flood control projects in or near Exira.

Food problem.—Exira is subject to flooding from flows on Davids Creek that exceed the present bankfull capacity as a result of storms with high-intensity rainfall. The maximum flood of record, July 1 and 2, 1958, inundated about 340 acres in Exira causing the loss of nine lives and damages estimated at \$650,000 as well as causing the loss of life and high damages in other portions of the East Nishnabotna Basin.

Recommended plan of improvement.—Construction of an earthfill dam on Davids Creek about one-half mile upstream from Exira having a height of 62 feet above the valley floor and a crest length of 1,800 feet. The reservoir formed by the dam would provide 60,000 acre-feet of storage, including 21,100 acre-feet for flood control, 4,400 acre-feet for recreational purposes, 4,100 acre-feet for sediment storage, and 30,400 acre-feet for surcharge storage.

Estimated cost (price level of 1964).—

Federal.....	\$2, 040, 000
Non-Federal.....	(1)
Total.....	2, 040, 000

¹ Non-Federal interests to reimburse \$160,500 for recreation and fish and wildlife enhancement.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$79, 900		\$79, 900
Maintenance and operation.....	3, 000	\$12, 700	15, 700
Total.....	82, 900	12, 700	95, 600
Annual benefits:			
Flood damages prevented.....			25, 700
Damages to future developments.....			11, 300
Recreation.....			87, 400
Wildlife enhancement.....			7, 300
Total.....			131, 700

Benefit-cost ratio.—1.4.

Local cooperation.—Bear first and annual costs associated with recreation and fish and wildlife enhancement in accordance with law, presently estimated at \$160,500 and \$12,700, respectively; hold and save the United States free from damages; obtain water rights for storage and resolve any conflicts in water rights; inform affected interests that project will not eliminate flooding from the East Nishnabotna River. Local interests have indicated their willingness to meet these requirements.

Comments of State and Federal agencies.—

Department of Agriculture: Favorable.

Federal Water Pollution Control Administration: Favorable.

Department of Commerce: Favorable.

State of Iowa: Favorable.

Comments of the Bureau of the Budget.—No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states:

In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted.

*Remarks.—*The committee notes that the flood problem at Exira is severe. The 1958 flood at Exira, Iowa, caused the loss of nine lives and damages estimated at \$650,000. The proposed plan of improvement calls for the construction of a dam and reservoir one-half mile upstream from Exira which will provide a high degree of flood protection and storage for recreation and wildlife enhancement. The committee believes that the report is well justified and urgently needed in view of the lives lost and its continued vulnerability to future catastrophic flood events.

NORWALK RIVER BASIN, CONN. AND N.Y.
(S. Doc. 51, 90th Cong.)

*Location.—*Norwalk River is a tributary to Long Island Sound and lies mainly in southwestern Connecticut and partially in southeastern New York.

*Authority.—*Resolution adopted by the Senate Public Works Committee on September 14, 1955.

*Existing project.—*The existing Corps of Engineers flood control project on Norwalk River consists of 1,700 feet of channel improvement below the Merritt Parkway in Norwalk. The Soil Conservation Service of the Department of Agriculture has an authorized watershed work plan for the upper basin including five small reservoirs, land treatment measures, and about 2 miles of channel improvement in Wilton.

*Flood problem.—*Upon completion of the authorized watershed work plan, a serious flood problem will still exist downstream below the center of Wilton and in Norwalk. Major floods are usually the result of intense rainfall and inadequate channel capacities. A recurrence of the record flood would now cause damages estimated at \$7,800,000.

*Recommended plan of improvement.—*The project consists of about 10,000 feet of channel improvement through Wilton and Norwalk, together with dikes, floodwalls and an interior drainage system. Four bridges crossing the river would be modified.

Estimated cost (1966 price level).—

Federal.....	\$2, 700, 000
Non-Federal.....	1, 600, 000
Total.....	4, 300, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$88, 500	\$52, 500	\$141, 000
Maintenance and operation.....	0	4, 000	4, 000
Total.....	88, 500	56, 500	145, 000
Annual benefits: Damages prevented.....			193, 200

Benefit-cost ratio.—1.3.

Local cooperation.—Provide all lands, easements and rights-of-way; hold and save the United States free from damages; maintain and operate all works in accordance with regulations by the Secretary of the Army; accomplish all necessary relocations; and, prevent encroachments on the improved channels. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

State of Connecticut: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states: "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—A serious flood problem exists in the vicinity of Wilton and Norwalk. Authorization of the proposed project is greatly needed for these areas which would suffer an estimated \$8 million damage if the greatest flood of record were to recur.

PAPILLION CREEK AND TRIBUTARIES, NEBRASKA
(H. Doc. —, 90th Cong.)

Location.—Papillion Creek and tributaries are located in the eastern portion of the State of Nebraska. The basin drains an area of 402 square miles including the Metropolitan Omaha area.

Authority.—Resolutions of the Senate and House Public Works Committees adopted June 22 and September 3, 1964, respectively.

Existing project.—A Federal channel clearing and snagging project along the lower reaches of Papillion Creek was completed in 1966. A Federal channel improvement on the Little Papillion Creek within

the city of Omaha, authorized by Flood Control Act of 1960, is scheduled for completion in 1968. The Missouri River agriculture levee unit No. R-613, which will tie back along Papillion Creek and provide protection from high Missouri River stages, is in design stage.

Flood problem.—The predominant cause of floods in the basin is runoff from high-intensity thunderstorms which produce sudden floods and extensive damage, particularly in the urban portions of the lower basin. During the 1964 flood, seven persons lost their lives by drowning. The extent of flood damages and the potential threat to life can be expected to become progressively more severe as urbanization of the area increases. Water-based recreational opportunities are presently inadequate and water quality control is needed to insure against further deterioration of stream quality.

Recommended plan of improvement.—Construction of a multiple-purpose system of 21 rolled earthfill dams and reservoirs for flood control, recreation, fish and wildlife enhancement and water quality control. Each component reservoir of the system provides storage capacity for flood control and recreation purposes and eight of the larger reservoirs provide additional storage for water quality control. Individual dams control drainage areas ranging in size from 2 to 33 square miles, vary in embankment heights from 40 to 74 feet, and provide a total of 4,434 acres of stable water surface area for varied recreational use.

Estimated cost (price level of 1967).—

Federal.....	¹ \$26, 800, 000
Non-Federal.....	
Total.....	¹ 26, 800, 000

¹ Includes non-Federal reimbursements of \$1,866,000 for recreation and fish and wildlife enhancement.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$964, 300		\$964, 300
Operation and maintenance replenishment.....	92, 000	\$266, 300	358, 300
Total.....	1, 056, 300	266, 300	1, 322, 600
Annual benefits:			
Flood control.....			1, 606, 000
Water quality control.....			10, 700
Recreation.....			630, 500
Fish and wildlife enhancement.....			359, 600
Total.....			2, 606, 800

Benefit-cost ratio.—2.

Local cooperation.—

Flood control and water quality control: Maintain existing channels to keep them free from obstructions downstream from the damsites; insure that all new bridge construction or future modification of existing bridges shall have adequate hydraulic capacity; provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain; exercise, to the full extent of their legal capability, control against removal of streamflow made available for water quality control; and indemnify the United States against water rights claims.

Recreation: Administer project lands and water areas; repay one-half of the separable first costs allocated to recreation and fish and wildlife enhancement estimated at \$1,866,000; and operate, maintain, and replace lands and facilities for recreation and fish and wildlife enhancement estimated at \$266,300 annually.

Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Nebraska: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that seven of the 21 reservoirs proposed currently show construction costs for recreation to be in excess of remaining reservoir costs, which is inconsistent with the Federal Water Project Recreation Act. The Bureau also notes that three of the reservoirs currently show costs higher than benefits. The Bureau believes that the significance of these three reservoirs in the prevention of hazard to life has not been demonstrated. Therefore, the Bureau recommends against authorization of these three reservoirs. Further, the Bureau states that nonstructural alternative measures to reduce flood damage become especially important when structural measures are not economically justified, and that the corps should determine if the size and scope of the proposed plan should be modified to achieve the most practicable balance between structural works, flood plain regulation, and a broad flood plain management program. The Bureau of the Budget recommends that the following language be included in the proposed rivers and harbors and flood control bill with respect to this project:

Provided, That prior to initiation of construction the Department of the Army will prepare an analysis of benefits and costs of the individual reservoirs to assure that each reservoir is economically justified, including such reformulation as may be necessary to comply with the Federal Water Project Recreation Act.

Subject to consideration of the above, the Bureau advises there would be no objection to the submission of the proposed report to the Congress.

Remarks.—The proposed project consists of a system of upstream multiple-purpose dams and reservoirs to provide a high degree of flood protection for the downstream rapidly urbanizing Omaha metropolitan area, dilution water to augment drought streamflows on the three major tributaries, and water-based recreational activities. The proposed project would prevent the recurrence of the disastrous flood of 1964 which caused the loss of seven lives and damages of about \$5 million. The committee notes that the project is compatible with water resources developments proposed by other Federal and local agencies, is economically justified, and is strongly supported by local interests.

PARK RIVER BASIN, CONN.
(S. Doc. 43, 90th Cong.)

Location.—The Park River is formed by the confluence of the North and South Branches of the Park River in the west-central portion of the city of Hartford, Conn.

Authority.—Resolution adopted by the Senate Public Works Committee on October 16, 1961.

Existing project.—The existing Corps of Engineers project consists of 4,000 feet of concrete wall, 3,500 feet of dikes, five stoplog structures, three pressure conduits, five pumping stations, and appurtenant drainage facilities. Work by the Soil Conservation Service, U.S. Department of Agriculture, includes eight floodwater-retarding structures and 9.2 miles of channel improvement in the South Branch. Local interests have enclosed about 7,200 feet of Cemetery Brook in a conduit and have improved about 3,700 feet of channel on Trout Brook.

Flood problem.—The Park River Basin is susceptible to destructive flooding from heavy rainfall or a combination of heavy rainfall and melting snow. It is estimated that a recurrence of the record flood of August 1955 would cause losses estimated at \$6,750,000 under current conditions.

Recommended plan of improvement.—Consists of construction of four sections of conduit, concrete headwalls at the entrance of the North Branch conduit extension, an auxiliary conduit from the junction structure to the Connecticut River, and a pumping station near River-side Street.

Estimated cost (price level of December 1965).—

Federal.....	\$30, 300, 000
Non-Federal.....	800, 000
Total.....	31, 100, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 037, 000	\$28, 000	\$1, 065, 000
Maintenance and operation.....	0	65, 000	65, 000
Total.....	1, 037, 000	93, 000	1, 130, 000
Annual benefits:			
Damages prevented.....			1, 298, 000
Reduction in maintenance of bridges.....			10, 000
Parking benefits.....			112, 000
Total.....			1, 420, 000

Benefit-cost ratio.—1.3.

Local cooperation.—Provide, without cost to the United States, all lands, easements, and rights-of-way necessary for construction and operation of the works, including lands for pumping stations and spoil-disposal areas; hold and save the United States free from damages due to the construction works; maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; upon completion of the conduit construction, replace pavements, sidewalks, drainage, and other appurtenances at

Broad Street, Flower Street, and Laurel Street, and bear the cost of removal replacement and modification to sewers, drains, utilities, or highways beyond the area required for excavation and construction of the projects; prevent changes in the headpool ponding areas which would decrease the effectiveness of the improvements and if ponding areas and capacities are impaired, promptly substitute equivalent storage capacity; and undertake all practicable measures to control pollution from entering the Park River conduit system. Local interests have expressed a willingness to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Connecticut: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*The Secretary notes that the report indicates that modification of the existing project is required because of residential, commercial, and industrial buildup which has occurred since the existing project was constructed. The Corps of Engineers will cooperate with other Federal agencies, in compliance with Executive Order No. 11296, to assist non-Federal agencies in avoiding uneconomic, hazardous, or unnecessary further development of the flood plain which would create a demand for further modification of the project.

*Remarks.—*The project will provide urgently needed flood protection for Hartford, Conn. The average annual damages which would be prevented amount to about \$1,400,000.

PASCAGOULA RIVER COMPREHENSIVE STUDY—INTERIM REPORT ON TALLAHALA RESERVOIR, MISS.

(H. Doc. 143, 90th Cong.)

*Location.—*Tallahala Creek, in the Pascagoula River Basin, drains 649 square miles in parts of Jasper, Jones, Forest, and Perry Counties in Mississippi. The Tallahala Dam site is located on the creek in Jasper County, 82 stream miles above the mouth.

*Authority.—*Two Senate Public Works Committee resolutions, both adopted March 14, 1961; House Public Works Committee resolutions adopted June 7 and August 15, 1961.

*Existing project.—*The only completed Corps of Engineers flood control project in the Pascagoula River Basin is a channel improvement project on Sowashee Creek at Meridian, Miss. A reservoir is under construction on Okatibbee Creek near Meridian for flood control, recreation, water supply, and water quality control.

*Flood problem.—*A critical flood problem exists along Tallahala Creek in the rural areas and at Laurel, Miss.

*Recommended plan of improvements.—*Multiple-purpose dam and reservoir project on Tallahala Creek, 82.1 miles above the mouth, for

flood control, water supply, water quality control, and general recreation and fish and wildlife enhancement.

Estimated cost (price level of 1965).—

Federal.....	¹ \$16, 360, 000
Non-Federal.....	(1)
Total.....	16, 360, 000

¹ Non-Federal interests to bear one-half the separable cost allocated to recreation and fish and wildlife enhancement, currently estimated at \$1,830,000, and pay the cost of water supply currently established at \$1,435,000.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$432, 000	\$90, 000	\$522, 000
Maintenance and operation.....	66, 000	58, 000	124, 000
Total.....	498, 000	148, 000	646, 000
Annual benefits:			
Flood control.....			\$696, 000
Water quality control.....			244, 000
Water supply.....			168, 000
General recreation.....			503, 000
Fish and Wildlife.....			93, 000
Area redevelopment.....			144, 000
Total.....			1, 848, 000

Benefit-cost ratio.—2.9 (including ARA benefits); 2.6 (excluding ARA benefits).

Local cooperation.—Administer project land and water areas for recreation and fish and wildlife enhancement as approved by the Secretary of the Army; pay one-half of separable first cost of project allocated to recreation and fish and wildlife enhancement (\$1,830,000); bear costs of operation, maintenance, and replacement of recreation and fish and wildlife areas and facilities (49,000); pay project cost allocated to water supply (\$1,435,000), and operation and maintenance costs thereof (\$9,000); obtain water rights needed for water and use water in a manner consistent with law; prevent encroachment and obstruction that would interfere with project; and comply with and enforce conditions relating to water-quality control. Local interests have expressed willingness and ability to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Mississippi: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvement is urgently needed to alleviate a critical flood problem along Tallahala Creek and will meet a critical need for water supply, water-quality control, and recreation.

PECAN BAYOU, TEX.
(H. Doc. —, 90th Cong.)

Location.—Pecan Bayou, with a drainage area of 2,200 square miles, is a tributary of the Colorado River near the center of Texas. Principal tributary streams are Jim Ned Creek, Hords Creek, Adams Branch, and Willis Creek.

Authority.—Resolution, Committee on Flood Control, House of Representatives, adopted October 8, 1945.

Existing project.—Lake Brownwood was constructed by local interests in 1932. Enlargement of the lake for flood control and additional conservation was authorized by the Flood Control Acts of 1941 and 1944. Channel improvements have been constructed on Willis and South Willis Creeks at the city of Brownwood. Hords Creek Dam upstream from Coleman was completed in 1948.

Flood problem.—The flood plains investigated are along Pecan Bayou and Jim Ned Creek, along the Lake Brownwood shoreline, along Adams Branch and Willis Creek at the city of Brownwood, and along about 80 miles of the Colorado River. The investigated flood plan segments involve a total stream distance of 243 miles and a total area of 71,537 acres. The average annual damages within the investigated flood plains are estimated at \$982,100. The dam at Lake Brownwood is considered inadequate and the spillway should be enlarged for safety reasons. There is a need for additional sources of water for municipal use and for quality control.

Recommended plan of improvement.—It is recommended that the plan for enlarging Lake Brownwood authorized by the Flood Control Acts of August 18, 1941, and December 22, 1944, be deauthorized and that a multiple-purpose plan of improvement for the Pecan Bayou watershed, Texas, be authorized to provide for construction of the following: Protective measures for Lake Brownwood Dam for purposes of flood control and water supply; channel improvements along Pecan Bayou in the vicinity of Brownwood, Tex.; Pecan Bayou Reservoir on Pecan Bayou upstream from existing Lake Brownwood for purposes of flood control, water supply, water quality control, and fish and wildlife and general recreation.

Estimated cost (1963 prices).—

Federal.....	¹ \$24, 861, 000
Non-Federal.....	6, 682, 000
Total.....	31, 543, 000

¹ Non-Federal interests to reimburse the United States amounts currently estimated at \$2,186,000 for water supply and \$1,172,500 for recreation and fish and wildlife.

Construction costs.—

Reconstructed Lake Brownwood.....	\$7, 300, 000
Pecan Bayou Reservoir.....	10, 520, 000
Pecan Bayou Channel.....	13, 723, 000
Total cost of project.....	31, 543, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$822,200	\$221,000	\$1,043,200
Maintenance and operation	70,500	151,500	222,000
Total	892,700	372,500	1,265,200
Annual benefits:			
Flood control			1,820,400
Water supply			386,300
Water quality control			29,400
Recreation and fish and wildlife			676,800
Total			2,912,900

*Benefit-cost ratio.—2.3.**Local cooperation.—*

Lake Brownwood Dam protective measures: Retain ownership, maintain the project, operate the flood control features, and bear all annual maintenance and operation costs, subject to reimbursement by the Federal Government for annual maintenance and operation costs allocated to flood control; hold and save the United States free from damages; reimburse that portion of the construction costs allocated to water supply. Toward this amount, local interests would be given credit for the estimated value of existing lands and easements, and usable appurtenances at Lake Brownwood.

Pecan Bayou Reservoir: Obtain all water rights necessary for operation of the project in the interests of water supply, including water quality control; repay the project costs allocated to water supply, exclusive of water quality control, presently estimated at \$2,186,000 for construction and \$19,500 for operation and maintenance; bear first and annual costs associated with recreation and fish and wildlife enhancement, such amounts currently estimated at \$1,172,500 and \$40,000, respectively.

Pecan Bayou Channel: Provide all lands, easements, and rights-of-way; provide all relocations of buildings, utilities, bridges, and roads, sewers, pipelines, channel dams, and other alterations of existing improvements; hold and save; maintain and operate; provide assurance that encroachments within the channels and rights-of-way will not be permitted; provide designated fill areas for the disposal of excess material from the channel excavation work, the areas to be within reasonable haul distance of the project (approximately 5 miles) or cost for excessive haul distance must be borne by local interests; agree to publicize flood plain information in the area concerned and to provide this information to zoning and other regulatory agencies and public information media for their guidance and appropriate action. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Commented concerning the methodology and evaluation of fish and wildlife benefits by the corps. The Chief of Engineers believes that the corps estimates, which are based upon experienced visitation at existing and comparable projects in the geographical region, are conservative and the method of computing fish and wildlife benefits was intended to express the additional value associated with hunting and fishing activities that result from the project.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Public Health Service: Favorable.

Federal Power Commission: Favorable.

State of Texas: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Remarks.—*The recommended work is a needed and justified modification of a previously authorized project. The proposed plan is recommended for authorization to serve the needs of the area in the interest of flood control, water supply, water quality control, and fish and wildlife and general recreation. The committee is particularly impressed with the need for preserving the Lake Brownwood Dam.

RAPPAHANNOCK RIVER, SALEM CHURCH RESERVOIR, VA.
(S. Doc. 37, 90th Cong.)

*Location.—*In northeastern Virginia, 6 miles upstream from Fredericksburg.

*Authority.—*Senate Public Works Committee resolution adopted June 30, 1955.

*Existing project.—*No flood control projects have been constructed by the Corps of Engineers in the Rappahannock River Basin. The Flood Control Act of 1946 authorized the Salem Church project for flood control and hydroelectrical power, with the power pool to be maintained at an elevation not to exceed 220 feet mean sea level.

*Flood problem.—*Large losses from flooding occur to residential, commercial and industrial development in Fredericksburg and residential development in the community of Falmouth, Va. Gasoline fires resulting from spillage from bulk plants in Fredericksburg during the 1942 flood threatened life and property. There also is a need for water supply and water quality control.

*Recommended plan of improvement.—*Salem Church Dam and Reservoir on Rappahannock River, Va., for recreation, hydropower, water quality control, water supply, and flood control; Fredericksburg Dam and Reservoir for reregulation of power flows; and that following authorization of the project, detailed investigations and designs be made for the purpose of accurately defining the project lands required; that advance acquisition be made of such lands as may be required to preserve the site against incompatible developments and that the Chief of Engineers be authorized to participate in the construction or reconstruction of transportation and utility facilities in advance

of project construction as required to preserve such areas from encroachment and avoid increased costs for relocations. Recommendation includes proviso that the sizing and responsibility for development, operation, maintenance, and replacement of the recreation features of the reservoir may be modified in accordance with the alternatives provided in the Federal Water Project Recreation Act dependent upon the intentions of non-Federal interests regarding participation in the costs of those features at the time of construction and subsequent thereto, and that appropriate adjustments reflecting such modifications may be made in the allocation of costs to other project purposes.

Estimated cost (price level of October 1965).—

Federal.....	¹ \$79, 500, 000
Non-Federal.....	
Total.....	79, 500, 000

¹ Non-Federal interests to reimburse the United States amounts currently estimated at \$5,800,000 for water supply and \$6,633,000 for recreation and fish and wildlife enhancement.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$2, 213, 000	\$339, 000	\$2, 552, 000
Maintenance and operation.....	406, 000	413, 000	819, 000
Subtotal.....	2, 619, 000	752, 000	3, 371, 000
Land productivity loss.....			93, 000
Total.....			3, 464, 000
Annual benefits:			
Flood control.....			157, 000
Water supply.....			340, 000
Water quality control.....			2, 097, 000
Recreation and fish and wildlife enhancement.....			2, 990, 000
Hydro-power.....			1, 706, 000
Total.....			7, 290, 000

Benefit-cost ratio.—2.1.

*Local cooperation.—*Establish encroachment lines downstream of the dams to permit efficient reservoir operation; hold and save the United States free from damages due to water rights claims resulting from construction and operation of the project; contribute to the control of pollution of the stream subject to low-flow augmentation by adequate treatment or other methods of controlling wastes at their source: exercise to the full extent of their legal capability, control against removal of streamflow made available for water quality control including salinity control; repay all costs allocated to municipal and industrial water supply, as determined by the Chief of Engineers, in accordance with the Water Supply Act of 1958, as amended, presently estimated at \$5,800,000 for construction and \$39,000 annually for operation, maintenance, and major replacements; in accordance with the Federal Water Project Recreation Act: (a) administer project land and water areas for recreation and fish and wildlife enhancement; (b) pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable construc-

tion cost of project allocated to recreation and fish and wildlife enhancement as determined by the Chief of Engineers and presently estimated at \$6,633,000, of which \$1,433,000 would be initial costs for lands and facilities and \$5,200,000 would be future costs for facilities; and (c) bear all costs of operation, maintenance, and replacement incurred therefor, as determined by the Chief of Engineers and presently estimated at \$374,000 annually for both initial and future installations of facilities. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Virginia: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau has no objection to the submission of this report to the Congress but considers that the costs of salinity control should be allocated to the enhancement of commercial fisheries rather than to water quality control.

*Comments of the Secretary of the Army.—*The Secretary of the Army recognizes that water quality improvements will benefit commercial fisheries; however, he points out that these benefits are also considered to be general in nature and the allocation suggested by the Bureau of the Budget would have no significant effect on the cost sharing. He also recommends that pumped storage power facilities be included if found to be economically feasible during the planning process and such inclusion is approved by him.

*Remarks.—*This is a much needed improvement to prevent large flood losses in Fredericksburg and Falmouth, Va. Water supply and water quality control needs would also be alleviated by authorization of the proposed plan. However, the committee recommends authorization of the project with the hope and anticipation that the Corps of Engineers will keep under review the possibility of constructing a smaller dam which would meet the water supply and water quality needs of the area, and which could be developed at less cost.

ST. FRANCIS BASIN, ARK. AND MO. (LOCAL COOPERATION
REQUIREMENTS)

(S. Doc. 11, 90th Cong.)

*Location.—*The St. Francis River Basin comprises an area of about 5,200 square miles in southeast Missouri and northeast Arkansas.

*Authority.—*Section 204 of the Flood Control Act of 1965 (Public Law 89-298).

*Existing project.—*The St. Francis Basin project, a part of the overall plan for flood control of the Mississippi River and tributaries, provides for a plan for flood control and drainage including Wappapello Reservoir, leveed floodways, channel improvements, and water control structures. The improvements authorized in the 1965 Flood Control Act consist of channel improvements.

Problem.—The purpose of this report is to review the requirements of local cooperation for the improvements in the St. Francis Basin authorized in the 1965 Flood Control Act with particular reference to Federal and non-Federal cost sharing. The local cooperation requirement for the improvements authorized prior to the 1965 Flood Control Act consists only of maintenance of levees. This local cooperation was authorized by the Flood Control Act of 1946. The cooperation for the improvements authorized by the 1965 Flood Control Act, subject to this review of the cost-sharing requirements, would require local interests to provide lands, easements, and rights-of-way; hold and save the United States free from damages; maintain and operate the works after completion and make all necessary relocations to highway bridges. This cooperation is in accordance with the recommendation of the Chief of Engineers in his reports printed in House Document 308, 88th Congress, in 1964.

Recommendation of the Chief of Engineers.—The Chief of Engineers recommends that the local cooperation for the 1965 works conform to those of the previously authorized project under the Flood Control Act of 1946, which limits the local cooperation to maintenance of project levees. This recommendation is based on the high degree of local responsibility exercised in the St. Francis Basin in the past and the aspects of equity involved in a judgment on a matter of this nature.

Comments of the Bureau of the Budget.—The Bureau of the Budget comments as follows:

Your transmittal letter points out that an objective of the 1964 report was the establishment of cost-sharing policies in the lower Mississippi Valley consistent with those followed elsewhere in the United States. We are not aware of any reason for favored treatment of local interests in the St. Francis Basin or elsewhere in the lower Mississippi Valley relative to other regions of the United States. Hence, we believe that relieving local interests in the St. Francis Basin of costs which local interests bear in other regions of the country is inequitable and discriminatory.

Accordingly, while there is no objection to the submission of the proposed report, we strongly favor the 1964 position of the Chief of Engineers in support of a uniform policy of local cost sharing, rather than the position reflected in the 1966 report.

Comments of the Secretary of the Army.—The Secretary of the Army in his letter transmitting the Chief of Engineers' report to Congress, comments:

In the course of considering the points made in the inclosed report, the Congress should note that the recommendation made therein is a reversal of a position taken by the Chief of Engineers in his 1964 report on the entire lower Mississippi Valley.

The restudy which led to the 1964 report had as one of its goals the object of establishing cost-sharing policies which would be consistent among the several river basins forming the lower Mississippi Valley and with those followed

elsewhere in the United States. The 1964 recommendation concerning cost sharing was consistent with that goal. The 1966 recommendation is inconsistent with it and, if approved by the Congress, will relieve local interests in this one river basin of a cost-sharing obligation uniformly imposed throughout the United States.

The only reason cited for favored treatment of local interests in the St. Francis Basin is that this seems equitable in the light of very large local contributions to antiflood measures in the past. Over the 30 years beginning in 1936 local interests in the St. Francis have contributed about 48 percent of the total spent on flood protection, against a nationwide average of 25 percent. However, in the last 10 years the St. Francis local effort has aggregated only 17 percent—or well below the national average. Congress must judge where the equities lie in this situation, but it is my view that the argument for rejecting the standard cost-sharing formula in the St. Francis Basin is not at all persuasive.

Estimated cost.—The first cost of the responsibilities with which this report is concerned is \$7,760,000, and the annual maintenance cost is \$84,000, based on 1965 prices.

Remarks.—The committee notes that the recommendations of the Chief of Engineers regarding local cooperation requirements for the project works authorized in the Flood Control Act of 1965, be modified to conform to that of the previously authorized project under the Flood Control Act of 1946. In view of the very large local contributions for flood protection measures in the past, the committee considers this to be an appropriate adjustment.

SOUTH BRANCH WILD RICE RIVER—FELTON DITCH, MINN. (H. Doc. 98, 90th Cong.)

Location.—The South Branch of the Wild Rice River and Felton Ditch are located in west central Minnesota. These streams are tributaries of the Wild Rice River, an eastern tributary of the Red River of the North.

Authority.—Senate Public Works Committee resolution adopted June 15, 1950. House Public Works Committee resolutions adopted June 27, 1950, and July 19, 1950.

Existing project.—There are no Corps of Engineers flood control projects in the South Branch or Felton Ditch watersheds. The corps has constructed a channel improvement in the lower Wild Rice and Marsh Rivers, and done channel clearing on the lower Wild Rice River below the lower limit of the earlier improvement.

Flood problem.—Rapid runoff from the South Branch Wild Rice River and Felton Ditch Basins overflow the stream banks, causing extensive crop damage and related agricultural losses. Flood damages also occur to farm buildings, roads, and bridges, and losses result from erosion, sedimentation, and weed infestation.

Recommended plan of improvement.—Snagging and clearing South Branch of Wild River between miles 17.2 and 14.5, enlarging the

channel between mile 14.5 and the mouth; enlarging Felton Ditch between mile 17.7 and the mouth; together with drop structures, low dikes, and related work at certain locations.

Estimated cost (price level of February 1965).—

Federal.....	\$1, 230, 000
Non-Federal.....	222, 000
Total.....	1, 452, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$49, 000	\$8, 800	\$57, 800
Maintenance and operation.....		5, 500	5, 500
Total.....	49, 000	14, 300	63, 300
Annual benefits: Damages prevented.....			271, 500

Benefit-cost ratio.—4.3.

*Local cooperation.—*Provide all lands, easements, and rights-of-way; provide all necessary relocations and local betterments; hold and save the United States free from damages; maintain and operate project works; prevent encroachments on rights-of-way and improvements; organize properly constituted legal entity to cooperate with Federal Government; provide local cooperation and associated works necessary for full realization of benefits. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

State of Minnesota: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states:

In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted.

*Remarks.—*The committee notes with interest the unusually high benefit-cost ratio and considers the early construction is clearly warranted.

SOUTHWESTERN JEFFERSON COUNTY, KY.

(H. Doc. 340, 90th Cong.)

*Location.—*Southwestern Jefferson County is bordered by the Ohio River on the west and the Louisville metropolitan area on the north.

*Authority.—*Senate Public Works Committee resolution adopted

May 18, 1964, and House Public Works Committee resolution adopted June 23, 1964.

Existing projects.—There are no existing flood control projects in the problem area.

Flood problems.—The major problem is caused by overflow from the Ohio River, which frequently inundates a very large area rapidly being developed for urban use. There are already about 40,000 residents in the flood plain, even though it is only 30 percent developed. A recurrence of the largest past flood, that of 1937, would now cause damages estimated at about \$51 million.

Recommended plan of improvement.—The plan consists of a long continuous earth levee with a short length of concrete floodwall running essentially along the left bank of the Ohio River together with associated interior drainage facilities and a small permanent impoundment for recreation and fishing.

Estimated cost (price level of 1966).—

Federal.....	¹ \$19, 800, 000
Non-Federal.....	3, 400, 000
Total.....	23, 200, 000

¹ Includes \$3,400,000 reimbursement for local share of recreation and fish and wildlife enhancement costs.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$600, 000	\$175, 000	\$775, 000
Maintenance, operation, and replenishment.....		285, 000	285, 000
Subtotal.....	600, 000	460, 000	1, 060, 000
Land productivity loss.....			39, 000
Total.....			1, 099, 000
Annual benefits:			
Flood control.....			1, 543, 000
Recreation and fish and wildlife enhancement.....			600, 000
Total.....			2, 143, 000

Benefit-cost ratio.—1.9.

Local cooperation.—Provide without cost to the United States, except as otherwise provided herein, all lands, easements, and rights-of-way necessary for construction of the project, including sufficient interest to control developments in ponding areas that would be subject to significant damages when flooded; hold and save the United States free from damages due to the construction works; maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; provide without cost to the United States all relocations of buildings and utilities, highway bridges, sewers, related and special facilities and local betterments; prohibit encroachment on improved channels and ponding areas and, if ponding areas and capacities are impaired, substitute storage capacity or equivalent pumping capacity will be provided promptly without cost to the United States; hold and save the United States free from all water-rights claims which may result from construction and operation of the project; effect necessary and reasonable measures to prevent or control pollution to the extent that the recreational opportunities may

be realized; administer project land and water areas for recreation and fish and wildlife enhancement; pay, contribute in kind, or repay (which may be through user fees) with interest, one-half the separable first cost of the project allocated to recreation and fish and wildlife enhancement, the amount involved being currently estimated at \$3,400,000 including \$630,000 for future recreation; bear all costs of operation, maintenance, and replacement of lands and facilities for recreation and fish and wildlife enhancement, an annual amount currently estimated at \$123,000 initially, and \$209,000 ultimately. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

State of Kentucky: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau has no objection to the submission of this report to the Congress and it concurs in the Secretary of the Army's recommendation that the project should be reviewed prior to construction to determine if the size and scope should be modified to achieve the most practicable balance between structural works and flood plain regulation and management.

*Comments of the Secretary of the Army.—*The Secretary of the Army recommends that the project, if authorized, be reviewed prior to construction to determine if the size and scope should be modified to achieve the most practicable balance between structural works and flood plain regulation and management.

*Remarks.—*A project of this type is badly needed to supplement the flood plain zoning already being enforced by local interests. It is noted that a recurrence of the largest past flood would be disastrous for the area.

SWEETWATER RIVER, CALIF.

(H. Doc. 148, 90th Cong.)

*Location.—*The Sweetwater River Basin comprises 219 square miles in the coastal region of San Diego County in southern California. The principal developed area, the area under consideration, is approximately 6 miles southeast of the central business district of the city of San Diego.

*Authority.—*Flood Control Act of 1941.

*Existing project.—*There are no existing Federal improvements for flood control.

*Flood problem.—*Because of the scarcity of land, development has been taking place in the flood plain between National City and Chula Vista in the face of great potential flood damage.

*Recommended plan of improvement.—*Channel improvements and levees as part of a combined flood control and highway project with the improved channel flanked along much of its length by freeway lanes. The improved channel would extend upstream for approximately 3.4 miles between the cities of Chula Vista and National City.

Estimated cost (price level of June 1964).—

Federal.....	\$4, 900, 000
Non-Federal.....	4, 300, 000
Total.....	9, 200, 000

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$160, 500	\$160, 500	\$321, 000
Maintenance and operation.....	0	30, 000	30, 000
Total.....	160, 500	190, 500	351, 000
Annual benefits: Damages prevented.....			838, 000

Benefit-cost ratio.—2.4.

Local cooperation.—Provide lands, easements, and rights-of-way. Provide all necessary construction, modification or relocation of highways, bridges, utilities, and drainage facilities. Maintain and operate the works after completion. Hold and save the United States free from damages. Adjust all water rights' claims. Prevent any obstruction or encroachment that would reduce the flood-carrying capacity of the improved channel. Local interests have indicated willingness to meet requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The proposed works are part of a combined flood control and highway project, at a considerable saving to the Federal Government. The committee notes the recommended improvements will provide protection to a rapidly urbanizing area.

TANANA RIVER AT FAIRBANKS, ALASKA

(S. Doc. —, 90th Cong.)

Location.—The city of Fairbanks, located in central Alaska, is about 400 miles north-northeast of Anchorage. The city is located between the Tanana and Chena Rivers about 10 miles above their confluence. The drainage area of the Tanana and Chena Rivers above Fairbanks is about 20,000 square miles.

Authority.—Senate Committee on Public Works resolution adopted January 6, 1965.

Existing project.—The only flood control project constructed by the Federal Government is the existing 3-mile-long diversion dike across the upstream Chena Slough in the vicinity of Moose Creek Butte. The purpose of the project completed in 1945 by the Corps of Engineers is to prevent Tanana River flows from diverting into the Chena River. The Flood Control Act of July 3, 1959, authorized construction of a dam on the Chena River to divert flood flows into the Tanana River, and 12 miles of levees and allied works at Fairbanks. Extensive development in the area of the diversion channel increased the project costs and the authorized project was considered no longer suitable.

Flood problem.—The major flood problem at Fairbanks results from overbank flooding of the Chena and Tanana Rivers. Flooding is caused by large snowmelt runoff during the spring breakup and in the summer by intense rainstorms.

Recommended plan of improvement.—The plan of improvement provides for a dam and reservoir on the main Chena River for flood control, recreation, and fish and wildlife enhancement; a flood control dam and detention reservoir on the Little Chena River, and a levee system along the north bank of the Tanana River extending from Moose Creek Butte downstream to the mouth of the Chena River and thence 5 miles up the east bank of the Chena River. The levee work would incorporate and enlarge the existing Moose Creek levee.

Estimated cost (1967 price level).—

Federal.....	\$111, 700, 000
Non-Federal.....	1, 300, 000
Total.....	113, 000, 000

Project economics.—

	Federal	Non-Federal	Total
<i>Annual charges:</i>			
Interest and amortization.....	\$3, 891, 000	\$56, 000	\$3, 947, 000
Operation, maintenance, and replacement.....	261, 000	144, 000	405, 000
Total.....	4, 152, 000	200, 000	4, 352, 000
<i>Annual benefits:</i>			
Flood control.....			11, 555, 000
Recreation:			
General.....			250, 000
Fish and wildlife.....			34, 000
Total.....			11, 839, 000

Benefit-cost ratio.—2.7.

Local cooperation.—Provide all lands, easements, and rights-of-way for construction of the levee and interior drainage works; hold the United States free from damages; maintain and operate the levee and interior drainage works after completion; accomplish without cost to the United States all necessary relocations of buildings, streets, and utilities; prevent encroachment on channels and ponding areas; provide guidance in the management of future development in the flood plain; administer project land and water areas for recreation and fish and wildlife enhancement; contribute one-half of the separable cost

of the project allocated to recreation and fish and wildlife enhancement, a sum presently estimated to be \$735,000, and bear all costs for operation, maintenance, and replacement of lands and facilities for these purposes. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

State of Alaska: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Remarks.—*The committee notes that the proposed improvements would protect the Fairbanks area and nearby Fort Wainwright which suffered damage estimated to be \$95 million in August 1967 by the largest recorded flood in the history of central Alaska. Ninety-five percent of the city of Fairbanks was flooded; the airbase was covered by water, and a large portion of the base's structures made inoperable. At the time this disaster struck, the committee immediately authorized a special on-site investigation and requested a written report and specific recommendations to prevent similar disasters. Investigation showed that prompt flood control measures were needed. The committee commends authorities of the State of Alaska and the executive branch of the Federal Government for moving expeditiously to review the revised proposed Tanana River Basin flood control project study. Residents of the Fairbanks area have evidenced their desire to cooperate to the fullest. Fairbanks future incorporates its being the industrial gateway to resource development in the Brooks Range and western Alaska. The committee considers this project to be needed and to be economically well justified and believes that early initiation of the project is desirable. Accordingly, language has been included in the bill authorizing its construction.

TEXAS CITY AND VICINITY, TEXAS (LA MARQUE-HITCHCOCK
EXTENSION), HURRICANE FLOOD PROTECTION
(H. Doc. 187, 90th Cong.)

*Location.—*The cities of Texas City, La Marque, and Hitchcock adjoin along the westerly shore of Galveston Bay in Galveston County, Tex.

*Authority.—*House of Representatives Public Works Committee resolution adopted May 10, 1962.

*Existing project.—*The Flood Control Act of 1958 authorized the construction of about 18 miles of new and enlarged levees and floodwalls, together with related drainage and closure structures, a navigation and tidal control structure, and pumping plants to provide protection against hurricane tides for Texas City and the adjacent eastern section of La Marque. Construction of the hurricane flood protection project was initiated in 1962. A flood control project for Highland Bayou, Tex., authorized by the Flood Control Act of 1965, provides for protection from upstream flooding to Hitchcock and La Marque

by improvement of the Highland Bayou channel and construction of a diversion channel following generally along Basford Bayou to Jones Bay.

Flood problem.—Severe hurricanes have caused tides of 15 feet above mean sea level in the Galveston Bay area. Hurricane Carla in September 1961 produced surge heights from 10 to 13 feet above mean sea level in the unprotected La Marque-Hitchcock area and caused flood damages of approximately \$2,350,000. Under present conditions the occurrence of a hurricane floodtide of 15 feet above mean sea level would cause damages in this area estimated at \$6,375,000 and pose a severe threat to human life.

Recommended plan of improvement.—Plan of improvement would provide for enclosure of the La Marque-Hitchcock area by about 11.4 miles of earth levee, with related drainage and closure structures and a gated navigation and tidal control structure in Jones Bay. The levee would join the authorized Texas City hurricane flood protection project near its junction with Interstate Highway 45, and extend southward and westward to terminate on high ground south of Hitchcock. The authorized La Marque pumping station and adjoining levee extending northwesterly on the westerly side of Interstate Highway 45 would be eliminated from the Federal project.

Estimated cost. (Price level of December 1965).—

Federal.....	\$10, 990, 000
Non-Federal.....	¹ 4, 710, 000
Total.....	15, 700, 000

¹ The non-Federal portion of recommended new work would be \$5,466,000; however, the recommended plan of improvement would eliminate certain costs for the authorized project not yet completed. The net additional amount is presently estimated at \$706,000 for lands, easements, rights-of-way, and relocations, and \$4,004,000 cash contribution for a total of \$4,710,000.

Project economies.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$383, 000	\$164, 000	\$547, 000
Maintenance and operation.....	0	50, 000	50, 000
Total.....	383, 000	214, 000	597, 000
Annual benefits: Damages prevented.....			866, 000

Benefit-cost ratio.—1.4.

Local cooperation.—Provide all lands, easements, and rights-of-way, including all borrow areas and accomplish the relocation of buildings, pipelines, and utilities; bear 30 percent of the first cost, to consist of the cost of lands, easements, rights-of-way, and relocations, and a cash contribution presently estimated at \$4,760,000 to be paid either in a lump sum prior to initiation of construction or in installments prior to start of pertinent work items in accordance with approved construction schedules; hold and save the United States free from damages; maintain and operate and prohibit encroachment on improved channels or on ponding areas, and if the capacity of the ponding area is impaired, provide promptly, without cost to the United States, substitute ponding capacity or equivalent pumping capacity. Local interests have indicated that they are willing to furnish the required cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Commerce: Favorable.

State of Texas: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Remarks.—*The recommended improvements would reduce the flood damage caused by hurricane and severe tropical storms in the unprotected La Marque-Hitchcock area. The committee notes that the project would join the existing Texas City hurricane flood protection project and considers this project economically justified and recommends its adoption.

INTERIM REPORT NO. 3, WABASH RIVER BASIN, COMPREHENSIVE
STUDY, INDIANA, ILLINOIS, AND OHIO
(S. Doc. —, 90th Cong.)

*Location.—*The Wabash River Basin has a drainage area of 33,100 square miles of which 319 are in western Ohio, 8,563 in eastern Illinois, and 24,218 in central Indiana. The basin is about 285 miles long and 190 miles wide. The Wabash River rises near Celina, Ohio, flows northwesterly 67 miles to Huntington, Ind., thence generally southwest and south 312 miles to its confluence with the White River, its major tributary which drains 11,400 square miles; then continues southwesterly 96 miles to join the Ohio River 133 miles above the confluence of the Ohio and Mississippi Rivers. Overall length of the Wabash River is about 475 miles.

*Authority.—*Resolution of the Committee on Public Works of the U.S. Senate, adopted May 6, 1958.

*Existing project.—*Sixty-five Federal flood control or multiple-purpose projects in the Wabash River Basin have been specifically authorized for construction. Eleven of these are reservoirs and the remainder are local flood protection projects.

*Problem.—*The Wabash Basin is flooded almost every year and sometimes several times a year. Because of this, the basin has many low levees built by private interests to protect agricultural areas. These are generally inadequate and at best provide only partial protection. Flood control is needed and desired by local interests. The problems of flood control, water quality, water supply, and recreation on the Little Wabash and Skillet Fork Rivers, Ill., and Big Walnut Creek, Big Blue River, and Flatrock River, Ind., are among the most urgent of remaining water problems in the Wabash Basin.

*Recommended plan of improvement.—*Construction of the Louisville, Helm, and Big Blue Reservoirs to serve the primary purposes of flood control, water supply, water quality control, general recreation, and fish and wildlife recreation; the Downeyville Reservoir to serve all of these purposes except water quality control; and the Marion project for local flood protection. These projects were selected to meet the most urgent water problems in the Wabash Basin. The Big Walnut Reservoir was recommended by the district and division engineers and board of engineers; recommendation of the Chief of Engineers is withheld pending further study of the impact of the project on natural values.

Estimated cost (1966 price level).—

	Federal	Non-Federal ¹	Total
Louisville, Reservoir, Ill.....	\$29,000,000	-----	\$29,000,000
Helm Reservoir, Ill.....	22,600,000	-----	22,600,000
Big Blue Reservoir, Ind.....	29,200,000	-----	29,200,000
Downeyville Reservoir, Ind.....	33,700,000	-----	33,700,000
Marion local protection, Indiana.....	1,240,000	\$320,000	1,560,000
Total.....	115,740,000	¹ 320,000	² 116,060,000

¹ Non-Federal reimbursement of \$24,048,000 for water supply and \$16,147,000 for recreation and fish and wildlife enhancement.

² Net cost to the United States is \$75,545,000.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$2,509,500	\$1,129,000	\$3,638,500
Maintenance and operation.....	212,000	1,083,500	1,295,500
Subtotal.....	2,721,500	2,212,500	4,934,000
Land productivity loss.....	-----	-----	190,000
Total.....	-----	-----	5,124,000
Annual benefits:			
Flood control.....	-----	-----	3,025,000
Water supply.....	-----	-----	1,529,000
Water quality control.....	-----	-----	517,000
Recreation.....	-----	-----	3,832,000
Fish and wildlife enhancement.....	-----	-----	246,000
Total.....	-----	-----	9,070,000

*Benefit-cost ratio.—1.8.**Local cooperation.—*

Reservoirs: Prior to construction of each of the dams and reservoirs, responsible local interests are required to furnish assurances satisfactory to the Secretary of the Army that they will pay the construction costs and the annual maintenance, operation, and replacement costs allocated to water supply, as determined by the Chief of Engineers in accordance with the provisions of the Water Supply Act of 1958, as amended, the total of such costs being presently estimated at \$24,048,000 and \$75,000, respectively; in accordance with the provisions of the Federal Water Project Recreation Act, agree to administer project land and water area for recreation and fish and wildlife enhancement; pay, contribute in kind, or repay (which may be through user fees) with interest not less than one-half of the separable first costs of the projects allocated to either or both general recreation and fish and wildlife enhancement; and bear all costs of maintenance, operation, and replacement of recreation and fish and wildlife lands and facilities; the total of such costs being presently estimated at \$16,147,000 and \$1,002,000, respectively; prevent channel encroachments tending to produce present (1967) channel capacities downstream from the dams; hold and save the United States free from damages from water-rights claims resulting from construction and operation of the reservoirs; exercise, to the full extent of their

legal capability, control against removal of streamflow made available by reservoir storage for water quality control purposes; and contribute to the control of pollution of the streams for which low-flow augmentation is proposed by adequate treatment or other methods of controlling wastes at their source.

Local flood protection at Marion: Prior to construction, responsible local interests are required to furnish assurances satisfactory to the Secretary of the Army that they will provide without cost to the United States all lands, easements, and rights-of-way required for construction of the project, including lands designated for borrow and ponding purposes; make all alterations of highways, highway bridges, utilities, and related facilities occasioned by the construction works; hold and save the United States free from damages due to the construction works; maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; and prevent encroachment on the existing channel.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable except for Big Walnut Reservoir; notes that the Department is opposed to any project that would invade area recently declared eligible for a registration as a natural landmark. Chief of Engineers replied that he is withholding recommendation on Big Walnut pending further study of the impact of the project on natural values.

Department of Agriculture: Favorable, after completion of special studies and coordination concerning Little Wabash and Skillet Fork basins.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

Department of Transportation: Favorable.

State of Indiana: Favorable.

State of Illinois: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes the extensive damage to crops and land that occurred in the two recent floods. It considers that the projects are essential to provide flood protection, water supply, water quality control, and other needs of the basin.

The committee also notes that the Chief of Engineers in his report on the Wabash River has withheld recommendation concerning authorization of the Big Walnut Dam and Reservoir in Indiana. The committee expects that the Chief of Engineers will reevaluate this project as rapidly as possible in order that action may be taken by the Congress on any alternative or mutually agreed upon project that may ultimately be recommended by the Chief of Engineers.

YAZOO RIVER, MISS. (H. Doc. —, 90th Cong.)

Location.—The Yazoo River is formed by the junction of the Tallahatchie and Yalobusha Rivers, at Greenwood in west-central Mississippi, and flows generally southwesterly 169 miles to the Mississippi River at Vicksburg, Miss.

Authority.—House Public Works Committee resolution adopted June 3, 1959.

Existing project.—The River and Harbor Act of 1875 authorized the improvement of Yazoo River by removal of snags, wrecks, submerged logs, overhanging trees, and other obstructions in the channel. No minimum depth or width was specified. Vicksburg Harbor is maintained to a minimum depth of 12 feet and minimum width of 150 feet between the Mississippi River and the lower limit of the Yazoo River navigation project. Extensive flood control improvements in the basin includes a levee along the west bank of the river and two small loop levees on the east bank; four reservoirs (Arkabutla, Sardis, Enid, and Grenada); two auxiliary channels; local protection works for Greenwood, Belzoni, and Yazoo City; channel improvements on the Coldwater, Tallahatchie, and Yazoo Rivers and their principal tributaries; and levees on the various streams where required.

Navigation problem.—A channel depth of 9 feet that is comparable to other projects of the inland waterway system is available less than one-half of the year and a dependable year-round channel is needed to serve a tributary area of 14 counties.

Recommended plan of improvement.—Modification of the existing navigation project to provide a channel with a 9-foot depth and 150-foot minimum bottom width between the mouth and Greenwood. The physical features include a lock and dam near the mouth, channel realignment and dredging, raising the control weir at the upper end of the Whittington auxiliary channel, modification of Sardis Reservoir to provide additional storage for navigation, and bridge alterations. The plan also includes additional recreation access sites on the enlarged Sardis Reservoir and recreation sites at the lock and dam pool.

Estimated cost (price level of December 1966).—

Federal.....	¹ \$52, 147, 000
Non-Federal.....	760, 000
Total.....	52, 907, 000

¹ Excludes \$93,000 for aids to navigation.

Project economics.—

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$2, 086, 000	\$62, 000	\$2, 148, 000
Maintenance, operation, and replacements.....	¹ 577, 000	101, 000	678, 000
Total.....	2, 663, 000	163, 000	2, 826, 000
Annual benefits:			
Transportation savings.....			3, 169, 500
General recreation.....			1, 057, 000
Fish and wildlife enhancement.....			57, 000
Area redevelopment.....			334, 000
Total.....			4, 617, 050

¹ Includes \$20,000 maintenance of aids to navigation.

Benefit-cost ratio.—1.6

Local cooperation.—Provide all lands, easements, rights-of-way, and flowage rights in overflow areas, except at Sardis Reservoir, and for aids to navigation including suitable areas required in the general

public interest for initial and subsequent disposal of spoil, necessary retaining dikes, bulkheads, and embankments therefor, or the cost of such retaining works; hold and save free from damages including but not limited to those resulting from dredging, change in ground water level and wave action; provide and maintain adequate public terminal and transfer facilities, including berths and access channels, open to all on equal terms; accomplish alterations and relocations as required except those required for increasing the capacity of Sardis Reservoir, including a portion of the cost of alteration of the State highway bridge at Belzoni; bear first and annual costs associated with recreation and fish and wildlife enhancement, such amount currently estimated at \$1 million and \$47,000, respectively. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Generally favorable.

Department of Agriculture: The Department stated that any increase in the operating pool level in Sardis Reservoir will materially affect works of improvement on areas benefited by watershed projects of the Soil Conservation Service either existing or being planned. The Department suggested that in order to keep the impact on agricultural interests and local investments to a minimum, changes in reservoir operating levels should be negotiated with the concerned sponsors and the Soil Conservation Service before final operation plans are made. Also, the Department indicated there are future irrigation water needs for the Yazoo-Mississippi Delta area to be met from surface water sources. The Department urged further consideration of design and operational adjustments to supply long-range agricultural water needs. The Chief of Engineers replied that close coordination would be maintained with the Soil Conservation Service in the planning of operating pool levels in Sardis Reservoir which might affect upstream watershed programs. Also, an increase in the base flow of the Yazoo River would shorten the navigation season to the point where navigation would not be feasible; however, a large part of the flow needed for the recommended plan would be available to irrigation and other purposes if the economy of the area should expand enough to justify the construction of a four-lock waterway in the future.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: The Public Health Service noted that it is questionable whether the Yazoo River above Vicksburg and the Sardis Reservoir would meet the Mississippi water quality standards for recreation waters and recommended reevaluation of the recreation benefits for the proposed Vicksburg lock and dam area and establishment of a water quality monitoring program at Sardis Reservoir. The Chief of Engineers replied that recent legislation in Mississippi provides the necessary tools to improve and enhance the waters in the river and that because of the need for water-based recreation in the vicinity of Vicksburg, recreation benefits used are adequate and appropriate. Also, a water quality monitoring program for Sardis Reservoir was started in November 1966.

Department of Transportation: The Federal Highway Administration suggested that since alteration of an existing highway bridge at Belzoni is made necessary by improvement of the channel for the benefit of navigation, rather than normal growth of waterway traffic, the entire cost of the bridge alteration should be included as a project cost. The Chief of Engineers replied that the corps determination was based on the following: the Yazoo River is a navigable stream; the bridge represents an obstruction to navigation; and the bridge owner will receive a direct benefit in the form of increased life expectancy for the alteration.

Federal Power Commission: Favorable.

State of Mississippi: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that the preponderance of project benefits would not accrue until the last half of the 50-year period of analysis. The Bureau further notes that projected annual benefits would not equal the average annual costs of the Vicksburg to Yazoo City leg of the project for nearly 15 years and for the Yazoo City to Greenwood leg for nearly 20 years. The Bureau also noted that the upper leg of the project could be constructed independently following completion of construction of the lower leg of the project. The Bureau believes that construction of the project should be deferred until the potential annual benefits expected to accrue immediately following construction are equal to the average annual costs of the project. Therefore, the Bureau would expect the Chief of Engineers to review the timing of initiation of each leg of the project prior to requesting appropriations of funds for construction. Subject to consideration of these comments, the Bureau advises there would be no objection to submission of the proposed report to Congress.

Remarks.—The committee believes the improvement of the Yazoo River recommended by the Chief of Engineers is an essential link in the inland waterway system of the Nation which will foster the continued economic growth of Mississippi. The committee recommends its authorization.

SECTION 204

School facilities, Dworshak Dam, Idaho.—Construction of the Dworshak Dam was initiated by the Corps of Engineers in 1963 and is scheduled for completion in 1973. Since initiation of the project there has been a large influx of workers who have children of school age. The additional enrollments of workers' children has greatly overloaded the available school facilities of the Orofino, Idaho Joint School District No. 17, and the situation will worsen in the next few years. The U.S. Office of Education in a move to relieve the critical situation had reserved funds under Public Law 81-815, which would assist the school district in providing additional needed facilities. However, early in 1968 the Office of Education notified interested parties that due to the critical shortage of funds, the moneys for the Orofino School District had been deferred. Therefore, in order to assist the school district in this matter, language has been included in the bill authorizing the Chief of Engineers to provide such school facilities as may be needed for the education of dependents of workers engaged in the construction

of the Dworshak Dam. Similar assistance was provided to the Libby Dam in Montana by the Flood Control Act of 1966, since the impact on the school facilities was due to construction of a Federal water resource project.

SECTION 205

Reauthorization of the Weber River, Utah, flood control project.—This item would extend until April 16, 1972, the date on which the project on the Weber River, Utah, would expire unless local interests furnish the required assurances of local cooperation.

The project on the Weber River, Utah, in the interest of flood control and allied purposes, was authorized by the Flood Control Act approved July 3, 1958, substantially in accordance with the recommendations of the Chief of Engineers contained in House Document 158, 84th Congress. The recommended plan required that local interests, prior to construction of the project, furnish assurances satisfactory to the Secretary of the Army that they will, among other things, furnish without cost to the United States all lands, easements and rights-of-way necessary for construction and undertake all road, bridge and utility alterations and relocations required for the project.

Section 201 of the authorizing act contained the standard provision that the authorization for any flood control project adopted by the act and requiring local cooperation shall expire 5 years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless the local interests furnish within that time assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

The requirements of local cooperation for the project involve rights-of-way and maintenance activities in Weber, Davis, Morgan, and Summit Counties. Local cooperation was assured in all counties except Morgan where difficulties were encountered because of the cost of relocation of utilities and rights-of-way in the vicinity of the city of Morgan. Planning for the project was deferred in July 1962 due to lack of assurances from Morgan County. The authorization for the project has now expired because of the lack of assurances. It is understood that local interests are still attempting to work out a means by which the required assurances may be furnished. A flood problem exists in the area, and the project is needed to alleviate it.

SECTION 206

Reauthorization of the flood control project on the Pecos River at Carlsbad, N. Mex.—Section 203 of the Flood Control Act of 1958 (72 Stat. 305, 310) authorized a local flood protection on the Pecos River at Carlsbad, N. Mex., substantially in accordance with the recommendations of the Chief of Engineers in House Document 224, 85th Congress, at an estimated Federal cost of \$1,791,000. The project consisted of about 1.7 miles of floodway on Dark Canyon, together with the strengthening of about 3.6 miles of the existing irrigation channel embankment which collects and directs the runoff from Ocotillo Hills and Hackberry Draw. Local interests were required by the authorization to furnish assurances of specified local cooperation and to contribute in cash 13.3 percent of the actual cost of construction.

Funds for preconstruction planning of the Dark Canyon Floodway were allotted in fiscal year 1959, but local interests advised that they were unable to cooperate in the construction. Consequently, work was suspended on the project. Section 201 of the Flood Control Act of 1958 (72 Stat. 305) provided that the authorization for any flood control project adopted in that act requiring local cooperation shall expire 5 years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless the local interests shall within that time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished. On May 19, 1964, the authorization for the project expired because of the failure of local interests to meet the requirements for local cooperation specified.

This section would extend the permissible period of furnishing the required assurances until May 19, 1972.

SECTION 207

Gila River downstream from Painted Rock Reservoir, Ariz.—The authorized project approved in 1962 consists of approximately 99 miles of compacted, earthfill, revetted levees, and channel improvements along the Gila River extending from Texas Hill, about 60 miles downstream from Painted Rock Reservoir, to Gila Siphon, about 8 miles upstream from the mouth of the river.

Local interests are not financially able to furnish the required items of cooperation estimated at \$2,200,000, for the authorized project. However, early construction of the project is desirable to permit delivery of good quality water to Mexico under the terms of an agreement entered into with Mexico in 1965. Therefore, in view of the importance of the international aspects, the benefit of which has been estimated at \$1,500,000, this committee recommends that the requirements of local cooperation be modified to require local interests to provide a cash contribution of \$700,000 and to maintain and operate the works after completion.

SECTION 208

Acquisition of land on request of States.—Authorizes the Secretary of the Army to acquire land as a site for the resettlement of families, individuals, and business concerns displaced by Federal water resource projects if State or local nonprofit interests undertaking to assemble the site cannot obtain it at a reasonable price or time.

The Secretary may exercise this authority only upon the request of the Governor of the State in which the site is located and after determining, in consultation with appropriate Federal, State, regional, and local officials, that (1) the development of a site is necessary in order to alleviate hardships to displaced persons; (2) the location of the site is suitable for development in relation to present or potential sources of employment; and (3) a plan for development of the site has been approved by appropriate local governmental authorities in the area or community in which such site is located.

Project costs will not be increased by this section, since the Secretary will be paid for all expenses of acquisition from funds available to the State or local interests for which the site is acquired.

This section will help alleviate hardships to families and businesses in project areas. It provides a practical means for assembling relocation sites of appropriate size to serve the residential and business needs of those persons who wish to preserve their existing economic and social relationships; and it provides a basis on which local interests, in cooperation with the relevant agencies of the Federal and State governments, can move forward with realistic plans and programs for community and area development and growth to attract and accommodate expected influxes of residential, commercial, and industrial residents, including provisions for the availability of housing, public facilities, services such as education, manpower training, health and community services, and employment opportunities.

SECTION 209

Tennessee Valley Authority.—Section 209 of the bill is designed to clarify, for the purposes of the recently enacted Revenue and Expenditure Control Act of 1968, the distinction between the power program of the Tennessee Valley Authority, which is funded entirely out of nonappropriated revenues, and all other activities of the TVA, which are funded out of the general funds of the Treasury.

Since 1959 the operation and expansion of TVA's power program has been financed entirely from revenues derived from the sale of power and of revenue bonds and notes. All personnel employed by TVA in the construction and operation of its power generating and distribution facilities are paid out of these same revenues. In addition, TVA makes annual payments into the Treasury in reduction of the initial public investment in its power system and another payment at the current cost of Treasury borrowing on the outstanding public investment. Thus, TVA finances its own power program as it amortizes the public investment in it.

TVA's power expenditures and proceeds from the sale of power are included in the totals of the budget of the U.S. Government for the fiscal year ending June 30, 1969. As a result, the power program would be liable to drastic curtailment under the provisions of the Revenue and Expenditure Control Act. Current and planned expansion of power facilities is essential to meeting the known needs of the region generally and of various Federal agencies, such as the atomic energy installations at Oak Ridge. The committee does not regard this action as an exemption but as a clarification. All nonpower activities of TVA and all TVA employees paid out of appropriated funds will, of course, be liable to the application by the Bureau of the Budget of the provisions of the new law.

This section in no way changes the relationship of TVA to the Treasury or the Bureau of the Budget or the reporting, notification, budgeting, or other procedures required by the TVA Act of 1933 as amended by the self-financing amendments of 1959.

SECTION 210

Surveys, flood control.—This section authorizes five surveys to be made by the Chief of Engineers in the interest of flood control and allied purposes.

SECTION 211

Title identification.—This section of the bill identifies title II of the bill as the Flood Control Act of 1968.

ANALYSIS OF TITLE III

ADDITIONAL AUTHORIZATION FOR CERTAIN RIVER BASIN PLANS

EXPLANATION

This title provides increased authorizations in the amount of 469 million for the prosecution of 13 river basin plans for flood control and related purposes under the jurisdiction of the Secretary of the Army and the Chief of Engineers. The appropriations intended to be covered by the increased and completion authorizations are those necessary for the scheduled funding requirements through calendar year 1969. Allowance is made for the amount of monetary authorization presently available in the various basins. The necessity for these increased authorizations is explained below.

Monetary authorizations first were put into effect by the Flood Control Acts of 1936 and 1938. They limit authority to appropriate and expend funds within specified basins or specified major projects, to levels below the total costs of the authorized basin or project developments. In this way they give the Congress opportunity to review and control the rate of accomplishment of the basin plans and major projects to which they apply.

In these plans, the Congress has approved an entire plan for development of a river basin in the interest of flood control, navigation, power, and allied water uses, but limited the amounts of funds to anticipated appropriations for a specified period of years, allowing accomplishment of only part of the plan. Subsequently the Congress has augmented some of the previously approved plans, by authorizing additional projects, or modifications of projects, and increased the monetary authorization to provide for additional appropriations. When the monetary authorization limit of a plan is approached, legislation is required to provide additional authorization so that appropriations can be made to permit the plan to continue. If such legislation is not forthcoming when needed, construction of projects in the basin plan cannot proceed, even if funds have been included in appropriation acts for this purpose.

In addition to projects comprising these basin plans subject to monetary authorization, Congress has authorized other projects in the basins for which full monetary authorization for appropriations has been provided under the terms of the authorizing act. Projects in this category require no further monetary authorization action by the Congress.

At the present time there are 20 basin development plans subject to basin monetary authorization limitations. Authorizations provided to date, including the most recent provided by legislation in 1967, are adequate for work to be performed in most of the basins through

calendar year 1968. However, there are four basins whose monetary authorization will be exhausted early in the second half of calendar year 1968 unless further authorization is provided. There are 13 basins which will run out of authorization in calendar year 1969 and, there are 14 basins which would be deficient through calendar year 1970, unless additional authorization is provided. The following table gives a list of the basins, the dates of original authorization, and the amount of increased authorizations needed for the work to be performed through calendar year 1969, and through calendar year 1970.

Section 301a

The table contains 12 basins, as listed in section 301a of the bill, and excludes the West Branch Susquehanna River Basin which is covered by separate language in section 301b because it requires special wording to close out the completion of the authorized plan.

Total cost

The total amount of the table in section 301a is \$466 million for requirements through calendar year 1969 and in section 301b, it is \$3 million, making a grand total of \$469 million.

The committee wishes to point out again that this is additional monetary authorization for projects already authorized.

Basin	Act of Congress	Monetary authorization required through calendar year 1969
Alabama-Coosa River.....	Mar. 2, 1945	\$29, 000, 000
Arkansas River.....	June 28, 1938	108, 000, 000
Brazos River.....	Sept. 3, 1954	2, 000, 000
Central and southern Florida.....	June 30, 1948	15, 000, 000
Columbia River.....	June 28, 1938	193, 000, 000
Missouri River.....	June 28, 1938	38, 000, 000
Ohio River.....	June 22, 1936	35, 000, 000
Ouachita River.....	May 17, 1950	10, 000, 000
San Joaquin River.....	Dec. 22, 1944	17, 000, 000
South Platte River.....	May 17, 1950	12, 000, 000
Upper Mississippi River.....	June 28, 1938	5, 000, 000
White River.....	do.....	2, 000, 000
Total.....		466, 000, 000

DESCRIPTION OF BASINS

A description of the basins and the status of the monetary authorizations involved in this title are given in the following paragraphs. Amounts are rounded to millions of dollars. The specific projects on which these increased authorizations are intended to be used are shown for each basin.

Alabama-Coosa River Basin

The Alabama-Coosa River system drains an area of 22,800 square miles, of which about 130 square miles are in Tennessee, 5,350 square miles are in Georgia and 17,320 square miles are in Alabama. The basin has a maximum width of 110 miles and extends about 320 miles from southeast Tennessee and northwest Georgia diagonally across Alabama to the southwest corner of the State.

The River and Harbor Act of March 2, 1945, provides for the initial and ultimate development of the Alabama-Coosa Rivers and tributaries for navigation, flood control, power development, and other purposes. The act includes authorization for modification of the original plan as may be advisable from time to time in the discretion of the Secretary of the Army and the Chief of Engineers for the purpose of increasing the development of hydroelectric power. This act also authorized the appropriation of \$60 million. Additional monetary authorization totaling \$72 million has been provided by subsequent acts, bringing the total monetary authorization to \$132 million.

Total estimated cost of projects in plan-----	\$578, 000, 000
Present monetary authorization-----	132, 000, 000
Appropriations through June 30, 1968-----	103, 000, 000
Remaining monetary authorization-----	29, 000, 000
Additional scheduled obligations through calendar year 1969	58, 000, 000
Deficit monetary authorization through calendar year 1969	29, 000, 000

Projects and amounts requested on which authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
Alabama River channel improvement, Alabama-----	\$50, 000
Carters Dam, Ga.-----	12, 070, 000
Claiborne lock and dam, Alabama-----	3, 000, 000
Jones Bluff lock and dam, Alabama-----	12, 480, 000
Millers Ferry lock and dam, Alabama-----	1, 500, 000
Total requested authorization-----	29, 100, 000

Arkansas River Basin

The Arkansas River Basin contains an area of about 160,500 square miles. The basin is about 870 miles in length in a east-west direction and approximately 185 miles in average width. It extends from the Rocky Mountains on the west to the Mississippi River on the east. The drainage basin occupies parts of the States of Colorado, New Mexico, Kansas, Oklahoma, Texas, Missouri, and Arkansas.

The general comprehensive plan for flood control and other purposes in the Arkansas River Basin was adopted by the Flood Control Act approved June 28, 1938, which authorized an appropriation of \$21 million for partial accomplishment of the plan. The plan has been further amended and modified and additional monetary authorization provided by subsequent acts.

The River and Harbor Act of July 24, 1946, authorized construction of a multiple-purpose plan for improvement of the Arkansas River Basin, Arkansas and Oklahoma, for navigation, flood control, and other purposes and authorized the appropriation of \$55 million for partial accomplishment of the plan. This plan has likewise been modified by subsequent acts, and additional monetary authorization provided.

The Flood Control Act of July 14, 1960, incorporated the authorized flood control plan and the multiple-purpose plan into a single plan of development and provided that all authorizations made available for the Arkansas River Basin would be applicable to the combined plan of development. The monetary authorization provided for the combined plan total \$1,143 million.

Total estimated cost of projects in plan.....	\$1, 367, 000, 000
Present monetary authorization.....	1, 143, 000, 000
Appropriations through June 30, 1968.....	1, 055, 000, 000
Remaining monetary authorization.....	88, 000, 000
Additional scheduled obligations through calendar year 1969.....	196, 000, 000
Deficit monetary authorization through calendar year 1969.....	108, 000, 000

Projects and amounts on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
Arkansas River bank stabilization, Oklahoma and Arkansas.....	\$3, 550, 000
Dardanelle lock and dam, Arkansas.....	6, 218, 000
Navigation locks and dams, Arkansas and Oklahoma.....	57, 600, 000
Oologah Reservoir, Oklahoma.....	3, 729, 000
Ozark lock and dam, Arkansas.....	10, 035, 000
Robert S. Kerr lock and dam, Oklahoma.....	10, 600, 000
Webbers Falls lock and dam, Oklahoma.....	15, 900, 000
6 projects for recreational development.....	766, 000
Total requested authorization.....	108, 398, 000

Brazos River Basin

The Brazos River rises in eastern New Mexico and flows southeasterly 1,210 miles to the Gulf of Mexico near Freeport, Tex. The watershed has an overall length of 640 miles and a maximum width of about 120 miles. Its total area is about 44,670 square miles.

The Flood Control Act approved September 3, 1954, adopted the basinwide plan of improvement in the Brazos River Basin and authorized the appropriation of \$40 million for partial accomplishment of that plan. The plan includes reservoirs for flood control and allied purposes and projects for local flood protection. Additional authorization in the amount of \$74 million has been provided by subsequent acts bringing the total to \$114 million.

Total estimated cost of projects in plan.....	\$208, 000, 000
Present monetary authorization.....	114, 000, 000
Appropriations through June 30, 1968.....	109, 000, 000
Remaining monetary authorization.....	5, 000, 000
Additional scheduled obligations through calendar year 1969.....	7, 000, 000
Deficit monetary authorization through calendar year 1969.....	2, 000, 000

Projects and amounts on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
San Gabriel River, Tex.....	\$1, 810, 000
4 projects for recreational development.....	290, 000
Total requested authorization.....	2, 000, 000

Central and southern Florida

The project lies generally within 18 counties of Florida covering an area of about 16,341 square miles. It is comprised of the Upper

St. Johns River Basin in the northeastern section of the project, the Kissimmee River Basin in the central section above Lake Okeechobee, the Lake Okeechobee-Everglades area in the central and southwestern section, and the east coast-Everglades area in the southeastern section.

This project provides for modification and expansion of works in an area embracing Lake Okeechobee, a large portion of the Everglades, the Upper St. Johns and Kissimmee Rivers Basins, and the lower east coast of Florida. The project was authorized in the Flood Control Act of June 30, 1948, which also authorized the appropriation of \$16,300,000 for partial accomplishment of the first phase of the plan. Subsequent legislation has increased the monetary authorization and expanded the project to include additional improvements. The monetary authorization provided to date totals \$171 million.

Total estimated cost of projects in plan-----	\$269, 000, 000
Present monetary authorization-----	171, 000, 000
Appropriations through June 30, 1968-----	160, 000, 000
Remaining monetary authorization-----	11, 000, 000
Additional scheduled obligations through calendar year 1969-----	26, 000, 000
Deficit monetary authorization through calendar year 1969-----	15, 000, 000

Project and amounts on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
Central and southern Florida-----	\$15, 000, 000
Central and southern Florida (total requested authorization)-----	15, 000, 000

Columbia River Basin

The Columbia River Basin drains an area of 259,000 square miles, of which 219,500 square miles are in the United States and 39,500 square miles are in Canada. The basin includes most of the States of Oregon, Washington, and Idaho; western Montana; small areas in Nevada, Utah, and Wyoming; and the southeastern drainage of the Province of British Columbia, Canada. The river flows a distance of 462 miles in Canada and 745 miles in the United States, for a total distance of 1,207 miles.

The Flood Control Act of June 28, 1938, approved the general comprehensive plan for flood control and other purposes in the Willamette River Basin and authorized \$11,300,000 for the initiation and partial accomplishment of the recommended plan. Individual projects were authorized in the Columbia and Willamette River Basins by the Flood Control Act of June 22, 1936, and subsequent acts. The Flood Control Act of May 17, 1950, approved a general comprehensive plan for both the Columbia and Willamette River Basins for flood control and other purposes and authorized the appropriation of \$115 million for the partial accomplishment of the plan. This monetary authorization has been increased by later acts. Monetary authorization provided to date totals \$1,294 million.

Total estimated cost of projects in plan.....	\$2, 070, 000, 000
Present monetary authorization.....	1, 294, 000, 000
Appropriations through June 30, 1968.....	1, 234, 000, 000
Remaining monetary authorization.....	60, 000, 000
Additional scheduled obligations through calendar year 1969.....	253, 000, 000
Deficit monetary authorization through calendar year 1969.....	193, 000, 000

Projects and amount on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
Cascadia Reservoir, Oreg.....	\$200, 000
Cougar Reservoir, Oreg.....	0
Dworshak Reservoir, Idaho.....	57, 872, 000
Green Peter and Foster Reservoir, Oreg.....	1, 075, 000
John Day lock and dam, Oregon and Washington.....	23, 430, 000
Libby Reservoir, Mont.....	82, 045, 000
Strube Dam, Oreg.....	30, 000
The Dalles Dam, units 15 through 22.....	27, 654, 000
Willamette Bank protection, Oreg.....	508, 000
Columbia River local protection:	
John Day River, Oreg.....	31, 000
4 projects for recreational development.....	385, 000
Total requested authorization.....	193, 230, 000

Missouri River Basin

The Missouri River Basin drains an area of 519,090 square miles, of which 509,375 square miles are in the United States and 9,715 square miles are in Canada. The basin includes all of Nebraska, most of South Dakota, large portions of North Dakota, Montana, and Wyoming, about half of Kansas and Missouri; and smaller parts of Colorado, Iowa, and Minnesota. From its source in southwestern Montana, it flows for a distance of 2,460 miles to enter the Mississippi River above St. Louis, Mo.

A general comprehensive plan for flood control and other purposes in the Missouri River Basin was approved by the Flood Control Act of June 28, 1938, which also authorized \$9 million for initiation and partial accomplishment of the plan. The Flood Control Act approved December 22, 1944, expanded the general comprehensive plan for the Missouri River Basin to include the coordinated plan of the Corps of Engineers and the Bureau of Reclamation, and authorized the appropriation of \$200 million for each agency. Additional projects and monetary authorizations have been included in subsequent acts, bringing the total monetary authorization to date to \$1,462 million.

Total estimated cost of projects in plan.....	\$2, 160, 000, 000
Present monetary authorization.....	1, 462, 000, 000
Appropriations through June 30, 1968.....	1, 418, 000, 000
Remaining monetary authorization.....	44, 000, 000
Additional scheduled obligations through calendar year 1969.....	82, 000, 000
Deficit monetary authorization through calendar year 1969.....	38, 000, 000

Projects and amounts on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
Bend Bend Reservoir, S. Dak.....	\$940, 000
Hillsdale Reservoir, Kans.....	165, 000
Kaysinger Bluff Reservoir, Mo.....	12, 700, 000
Lawrence, Kans.....	1, 498, 000
Melvorn Reservoir, Kans.....	6, 885, 000
Missouri River levee system.....	3, 604, 000
Oahe Reservoir, S. Dak.....	1, 300, 000
Osawatomie, Kans.....	412, 000
Perry Reservoir, Kans.....	3, 731, 000
Stockton Reservoir, Mo.....	5, 500, 000
Topeka, Kans.....	669, 000
8 projects for recreational development.....	862, 000
Total requested authorization.....	38, 266, 000

Ohio River Basin

The Ohio River is formed by the junction of the Allegheny and Monongahela Rivers at Pittsburgh, and flows in a general southwesterly direction to join the Mississippi River at Cairo, Ill. Its length is 981 miles, and its basin, comprising 204,000 square miles, lies between the Allegheny Mountains on the east and the Mississippi River Basin on the west. The basin is about 800 miles long along the northeast-southwest axis, and about 500 miles wide along its northwest-southwest axis. Lying in the basin are major portions of Ohio, Indiana, West Virginia, Kentucky, and Tennessee; large areas in Pennsylvania, Virginia, North Carolina, Alabama, and Illinois; and parts of New York, Maryland, Georgia, and Mississippi.

The Flood Control Acts of June 22, 1936, August 28, 1937, and June 28, 1938, approved a general comprehensive plan for flood control and other purposes in the Ohio River Basin, consisting of reservoirs, levees, floodwalls, and drainage structures for protection of cities and towns. Those acts were amended and supplemented by subsequent acts, which also included monetary authorizations for further prosecution of the comprehensive plan. The monetary authorization provided to date totals \$1,053 million.

Total estimated cost of projects in plan.....	\$1, 349, 000, 000
Present monetary authorization.....	1, 053, 000, 000
Appropriations through June 30, 1968.....	1, 023, 000, 000
Remaining monetary authorization.....	30, 000, 000
Additional scheduled obligations through calendar year 1969.....	65, 000, 000
Deficit monetary authorization through calendar year 1969.....	35, 000, 000

Projects and amounts on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
Big Darby Reservoir, Ohio.....	\$750, 000
Brookville Reservoir, Ind.....	4, 300, 000
Burnsville Lake, W. Va.....	2, 480, 000
Ceasar Creek Reservoir, Ohio.....	1, 900, 000
Cave Run Reservoir, Ky.....	5, 500, 000
East Fork Reservoir, Ohio.....	2, 700, 000
East Lynn, W. Va.....	7, 235, 000
England Pond levee, Illinois.....	38, 000
Frankfort, Ky.....	700, 000
Island levee, Illinois.....	520, 000
J. Percy Priest Reservoir, Tenn.....	679, 000
Paint Creek Reservoir, Ohio.....	4, 330, 000
Roehester and McClearys Bluff levee, Indiana.....	334, 000
Summersville Lake, W. Va.....	310, 000
West Fork Lake, W. Va.....	50, 000
West Terre Haute, Ind.....	900, 000
17 projects for reereational development.....	2, 281, 000
Total requested authorization.....	35, 007, 000

Ouachita River Basin

The Ouachita River Basin, comprising about 25,000 square miles within the Red River Basin, is located in the southern half of Arkansas and the northwestern part of Louisiana.

The River and Harbor Act of May 17, 1950, approved the general plan for flood control and other purposes in the Ouachita River Basin and authorized the appropriation of \$21,300,000 for initiation and partial accomplishment of the plan. The authorized plan consists of channel improvements for flood control for Bayou Bartholomew, Ark., and La., and Pine Bluff, Ark., DeGray Reservoir, Ark., Murfreesboro Reservoir, Ark., and a floodwall at Monroe, La. The monetary authorization has been increased by subsequent acts bringing the total monetary authorization to \$40 million.

Total estimated cost of projects in plan.....	\$80, 000, 000
Present monetary authorization.....	40, 000, 000
Appropriations through June 30, 1968.....	35, 000, 000
Remaining monetary authorization.....	5, 000, 000
Additional scheduled obligations through calendar year 1969...	15, 000, 000
Deficit monetary authorization through calendar year 1969...	10, 000, 000

Projects and amounts on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
Bayou Bartholomew, Ark. and La.....	\$635, 000
DeGray Reservoir, Ark.....	9, 105, 000
Monroe, La.....	270, 000
Total requested authorization.....	10, 010, 000

San Joaquin River Basin

The San Joaquin River, the only exterior drainage channel for an area of about 32,000 square miles, has its source in the Sierra Nevada Range about 25 miles southeast of the Yosemite Valley, Calif.

The Flood Control Act approved December 22, 1944, adopted the plan of improvement for flood control and other purposes on the lower San Joaquin River and tributaries, including the Tuolumne and Stanislaus Rivers, and authorized the appropriation of \$8 million for partial accomplishment of the plan. This monetary authorization has been increased by later acts, bringing the total monetary authorization to date to \$31 million.

Total estimated cost of projects in plan.....	\$164, 000, 000
Present monetary authorization.....	31, 000, 000
Appropriations through June 30, 1968.....	30, 000, 000
Remaining monetary authorization.....	1, 000, 000
Additional scheduled obligations through calendar year 1969..	18, 000, 000
Deficit monetary authorization through calendar year 1969..	17, 000, 000

Projects and amounts on which requested authorization is planned to be used

	<i>Amounts through calendar year 1969</i>
New Don Pedro Reservoir, Calif.....	\$2, 170, 000
New Melones Reservoir, Calif.....	14, 860, 000
Total requested authorization.....	17, 030, 000

South Platte River, Colo.

The South Platte River rises on the Continental Divide in central Colorado, and flows northeasterly to its confluence with the North Platte River at North Platte, Nebr. The drainage area of 24,030 square miles includes a section of the rugged eastern slope of the Rocky Mountains, with elevation exceeding 14,000 feet and extensive areas of the Great Plains.

The Flood Control Act of May 17, 1950, authorized a plan for flood control and related purposes in the South Platte River Basin in Colorado. The plan consists of Chatfield Reservoir and levee and channel improvements at three locations, including the city of Boulder. The act also authorized the appropriation of \$26,300,000 for partial accomplishment of the plan. Public Law 90-17, approved May 12, 1967, increased the monetary authorization by \$2 million, bringing the total to \$28,300,000.

Total estimated cost of projects in plan.....	\$115, 000, 000
Present monetary authorization.....	28, 000, 000
Appropriations through June 30, 1968.....	12, 000, 000
Remaining monetary authorization.....	16, 000, 000
Additional scheduled obligations through calendar year 1969..	28, 000, 000
Deficit monetary authorization through calendar year 1969.....	12, 000, 000

*Projects and amounts on which requested authorization is planned to be used**Amounts through
calendar year 1969*

Chatfield Reservoir, Colo. (total requested authorization)----- \$12, 000, 000

Upper Mississippi River Basin

The Upper Mississippi River Basin is that portion of the North-Central United States containing the Mississippi River and all tributary streams above the Ohio River, but excluding the Missouri River. The Mississippi River originates at Lake Itasca in central Minnesota and flows approximately 1,366 miles to a point above the mouth of the Ohio River. This basin area covers 188,000 square miles and includes the larger parts of Minnesota, Wisconsin, Illinois, and Iowa, and small portions of Indiana, South Dakota, and Missouri.

The Flood Control Act of June 28, 1938, approved the general comprehensive plan for flood control and other purposes in the Upper Mississippi River Basin, consisting of reservoirs and local flood protection works on the upper Mississippi and Illinois Rivers, and authorized the appropriation of \$9.3 million for their construction. Subsequent acts have increased the authorization and modified the plan to include additional projects. The monetary authorization provided to date totals \$119 million.

Total estimated cost of projects in plan----- \$175, 000, 000

Present monetary authorization----- 119, 000, 000

Appropriations through June 30, 1968----- 117, 000, 000

Remaining monetary authorization----- 2, 000, 000

Additional scheduled obligations through calendar year 1969- 7, 000, 000

Deficit monetary authorization through calendar year 1969- 5, 000, 000

*Projects and amounts on which requested authorization is planned to be used**Amounts through
calendar year 1969*

Red Rock Reservoir and Lake, Red Rock, Iowa----- \$4, 670, 000

Wood River Drainage and Levee District, Illinois (pumping plant)-- 30, 000

1 project for recreational development----- 25, 000

Total requested authorization----- 4, 725, 000

White River Basin

The White River rises in northwestern Arkansas, flows northeasterly into southern Missouri, and thence southeasterly back into Arkansas to join the Mississippi River at about mile 580 above the Head of Passes, La. It is about 700 miles long and drains about 27,765 square miles, of which 10,622 are in Missouri and 17,143 are in Arkansas. About 7,000 square miles are within the limits of the Mississippi River backwaters. The latter area is included in the plan for the lower Mississippi River Basin project.

The general comprehensive plan for flood control and other purposes in the White River Basin was approved by the Flood Control Act of June 28, 1938, which authorized the appropriation of \$25 million for initiation and partial accomplishment of the plan. Subsequent legislation has authorized additional amounts for continuation of the plan, and modified it to include additional projects. The monetary authorization provided to date totals \$286 million.

Total estimated cost of projects in plan-----	\$347, 000, 000
Present monetary authorization-----	286, 000, 000
Appropriations through June 30, 1968-----	285, 000, 000
Remaining monetary authorization-----	1, 000, 000
Additional scheduled obligations through calendar year 1969--	3, 000, 000
Deficit monetary authorization through calendar year 1969--	2, 000, 000

Amounts on which requested authorization is planned to be used

*Amounts through
calendar year 1969*

6 projects for recreational development (total requested authorization)-----	\$1, 820, 000
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SECTION 301b

West Branch, Susquehanna River Basin

The project for flood control on the West Branch Susquehanna River Basin, Pa., was authorized by the Flood Control Act of September 3, 1954. The authorization was in accordance with the recommendations contained in House Document 29, 84th Congress. This document recommended a project consisting of a system of three flood control reservoirs: Blanchard (now Foster Joseph Sayers Dam), Curwensville, and Kettle Creek (now Alvin R. Bush Reservoir) located in the headwaters of the West Branch at a total estimated cost of \$62,520,000. Congress authorized the appropriation of \$25 million for partial accomplishment of the project. Subsequent legislation has authorized a total additional appropriation of \$28 million to continue construction of the project.

The Alvin R. Bush (Kettle Creek) Reservoir has been completed. Curwensville Reservoir is essentially complete, with only minor items of work remaining to be closed out. The Foster Joseph Sayers Dam (Blanchard Reservoir) is well underway and construction is about 75 percent complete.

The total cost of the West Branch, Susquehanna River Basin project subject to monetary limitation is presently estimated to cost \$55,700,000. Total monetary authorization to date is \$53 million. An additional \$3 million in monetary authorization is estimated to be required for continuation of scheduled construction on this project through calendar year 1969. Since this amount is also considered adequate to complete construction of the three reservoir projects included in the basin plan, the committee has included language in the bill which will authorize completion of the West Branch, Susquehanna River Basin project.

SECTION 303

Title identification.—This section of the bill identifies title III of the bill as the River Basin Monetary Authorization Act of 1968.



Calendar No. 1322

90TH CONGRESS
2D SESSION

S. 3710

[Report' No. 1342]

IN THE SENATE OF THE UNITED STATES

JUNE 28, 1968

Mr. RANDOLPH, from the Committee on Public Works, reported the following bill; which was read twice and ordered to be placed on the calendar

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **TITLE I—RIVERS AND HARBORS**

4 SEC. 101. That the following works of improvement of
5 rivers and harbors and other waterways for navigation, flood
6 control, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-
9 ance with the plans and subject to the conditions recom-

1 mended by the Chief of Engineers in the respective reports
2 hereinafter designated: *Provided*, That the provisions of sec-
3 tion 1 of the River and Harbor Act approved March 2, 1945
4 (Public Law Numbered 14, Seventy-ninth Congress, first
5 session), shall govern with respect to projects authorized in
6 this title; and the procedures therein set forth with respect
7 to plans, proposals, or reports for works of improvement for
8 navigation or flood control and for irrigation and purposes
9 incidental thereto, shall apply as if herein set forth in full:

10

NAVIGATION

11 Ipswich River, Massachusetts: House Document Num-
12 bered 265, Ninetieth Congress, at an estimated cost of \$616,-
13 000;

14 Fall River Harbor, Massachusetts and Rhode Island:
15 House Document Numbered 175, Ninetieth Congress, at an
16 estimated cost of \$8,762,000;

17 Bristol Harbor, Rhode Island: House Document Num-
18 bered 174, Ninetieth Congress, at an estimated cost of \$873,-
19 000;

20 Port Jefferson Harbor, New York: House Document
21 Numbered 277, Ninetieth Congress, at an estimated cost of
22 \$2,455,000;

23 Hempstead Harbor, New York: House Document Num-
24 bered 101, Ninetieth Congress, at an estimated cost of \$703,-
25 000;

1 Cooper River, Charleston Harbor, South Carolina:
2 Senate Document Numbered , Ninetieth Congress:
3 *Provided*, That nothing in this Act shall be construed as
4 authorizing the proposal of the Chief of Engineers set forth
5 in said document except that part of the recommendation
6 which provides for negotiations with the South Carolina
7 Public Service Authority to limit flows through Pinopolis
8 Dam. *Provided*, further that authority for such negotiations
9 shall not extend beyond April 1, 1976.

10 Atchafalaya River and Bayous Chene, Boeuf, and Black,
11 Louisiana: House Document Numbered 155, Ninetieth Con-
12 gress, at an estimated cost of \$8,645,000;

13 Red River Waterway, Louisiana, Texas, Arkansas, and
14 Oklahoma: House Document Numbered 304, Ninetieth
15 Congress, at an estimated cost of \$471,223,000: *Provided*,
16 That construction of the bank stabilization works in the reach
17 of the river extending from Index, Arkansas, to Denison
18 Dam, Texas, shall not be initiated until the President has
19 approved a report prepared by the Secretary of the Army
20 reexamining the Federal responsibility for such works;

21 Wilson Harbor, New York: House Document Num-
22 bered 112, Ninetieth Congress, at an estimated cost of
23 \$198,000;

24 Cattaraugus Creek Harbor, New York: House Docu-

1 ment Numbered 97, Ninetieth Congress, at an estimated cost
2 of \$1,315,000;

3 Forestville Harbor, Michigan: House Document Num-
4 bered 183, Ninetieth Congress, at an estimated cost of
5 \$538,000;

6 Tawas Bay Harbor, Michigan: House Document Num-
7 bered 189, Ninetieth Congress, at an estimated cost of \$466,-
8 000;

9 Detroit River, Trenton Channel, Michigan: House Doc-
10 ument Numbered 338, Ninetieth Congress, at an estimated
11 cost of \$31,300,000;

12 Humboldt Harbor and Bay, California: House Docu-
13 ment Number 330, Ninetieth Congress, at an estimated cost
14 of \$2,430,000;

15 Kake Harbor, Alaska: Senate Document Numbered 70,
16 Ninetieth Congress, at an estimated cost of \$1,760,000;

17 King Cove Harbor, Alaska: Senate Document Num-
18 bered 13, Ninetieth Congress, at an estimated cost of
19 \$522,000;

20 Sergius and Whitestone Narrows, Alaska: Senate Docu-
21 ment Numbered , Ninetieth Congress, at an estimated
22 cost of \$3,030,000;

23 Coasts of Hawaiian Islands, Harbors for Light Draft
24 Vessels: House Document Numbered —, Ninetieth Con-
25 gress, at an estimated cost of \$1,256,000.

BEACH EROSION

Brevard County, Florida: House Document Numbered
—, Ninetieth Congress, at an estimated cost of \$680,000.

SEC. 102. The project for beach erosion control, Fort
Pierce, Florida, authorized by the River and Harbor Act of
1965 (79 Stat. 1089, 1092) in accordance with the recom-
mendations of the Chief of Engineers in House Document
Numbered 84, Eighty-ninth Congress, is hereby modified to
provide for construction of the project and periodic nourish-
ment for ten years by the Secretary of the Army, acting
through the Chief of Engineers. In addition to applicable re-
quirements of local cooperation set forth in the aforementioned
report of the Chief of Engineers, local interests shall, prior
to construction, give assurances satisfactory to the Secretary
of the Army that they will—

(a) contribute in cash, either in a lump sum prior
to initiation of construction or in installments prior to
the start of pertinent work items in accordance with con-
struction or nourishment schedules, as determined by the
Chief of Engineers, all costs of initial construction and
periodic nourishment for ten years exclusive of costs
assigned to the Federal Government in the aforemen-
tioned recommendations of the Chief of Engineers; and

(b) hold and save the United States free from dam-
ages due to the construction works,

1 SEC. 103. (a) That section 2 of the Act entitled “An
2 Act authorizing the Secretary of War to sell and convey
3 to the town of Marmet, West Virginia, two tracts of land
4 to be used for municipal purposes”, approved July 8, 1942
5 (56 Stat. 651) is hereby amended by deleting the period
6 after the words “related municipal purposes” and insert-
7 ing thereafter the phrase “including firefighting facilities
8 and structures”.

9 (b) The Secretary of the Army is authorized and di-
10 rected to issue to the town of Marmet, West Virginia, with-
11 out monetary consideration therefor, such written instruments
12 as may be necessary to carry out the provisions of this
13 section.

14 SEC. 104. (a) That notwithstanding any other provision
15 of law, the Secretary of the Army or his designee, is author-
16 ized and directed to convey to the State of West Virginia,
17 subject to the terms and conditions hereinafter stated, and
18 to such other terms and conditions as the Secretary of the
19 Army, or his designee, shall deem to be in the public interest,
20 all right, title and interest of the United States in and to
21 certain real property, together with improvements thereon,
22 located at Ohio River locks and dams numbered 16, 19, 20,
23 and 21 in West Virginia as described in section 2 of this Act:
24 *Provided*, That no property shall be conveyed under author-

ity of this Act until these locks and dams have been determined by the Secretary to be in excess to the requirements of the Department of the Army and suitable replacement facilities are in operation under the Ohio River navigation modernization program: *Provided further*, That the Secretary may make such prior disposition of such facilities and improvements on such lands as he deems to be in the best interest of the United States.

(b) The real property authorized for conveyance by section 1 of this Act comprise all or portions of such lands and improvements as may be determined excess of four lock and dam projects on the Ohio River in the State of West Virginia and designated as, number 16 (Willow Island Pool) in Tyler County, numbers 19 and 20 (Belleville Pool) in Wood County, and number 21 (Racine Pool) in Jackson County. The exact descriptions and acreage are to be determined by the Secretary by accurate surveys, the cost of which is to be borne by the State of West Virginia.

(c) The conveyance authorized herein shall provide that said property shall be used only for public park and recreation purposes and such other uses directly related to programs of the West Virginia Department of Natural Resources, and if it ever ceases to be used for such purposes, title to said property shall immediately revert to the United

1 States: *Provided further*, That any deed of conveyance shall
2 also be subject to and include the following additional terms
3 and conditions:

4 1. The State of West Virginia shall pay the United
5 States as consideration for the conveyance 50 per centum
6 of the current fair market value of the property as deter-
7 mined by the Secretary of the Army.

8 2. There shall be reserved to the United States
9 such flowage easements and rights-of-way for roads and
10 utility lines as the Secretary determines may be required
11 for other navigation projects.

12 3. Such other restrictions, terms, and conditions as
13 the Secretary deems necessary to protect the interests of
14 the United States.

15 (d) Any moneys paid for the conveyances referred to
16 herein shall be covered into the United States Treasury as
17 miscellaneous receipts.

18 SEC. 105. (a) That the Secretary of the Army shall
19 convey, without monetary consideration, to the city of
20 Buffalo, New York, all right, title, and interest of the United
21 States in and to certain real property underlying Lake Erie
22 containing approximately 46.01 acres and more particularly
23 described in section 2 of this Act, on condition that such real
24 property be used for public park and recreational develop-
25 ment purposes and if such property shall ever cease to be

1 used for such purposes, title thereto shall revert to the United
2 States.

3 (b) The real property referred to in this section is more
4 particularly described as follows:

5 (1) PARCEL E.—Beginning at the point of intersection
6 of the south line of outer lot 39 prolonged and the shoreline
7 of Lake Erie as established in 1846, which point bears south
8 68 degrees 28 minutes west, a distance of 140 feet, more or
9 less, from United States Monument (No. 7) which monu-
10 ment is the southeasterly corner of the said outer lot 39;

11 thence southwesterly at right angles with the estab-
12 lished harbor line 1,140 feet, more or less, to the said
13 harbor line;

14 thence northwesterly along said harbor line 1,310
15 feet, more or less, to the point of intersection of said har-
16 bor line and a line at right angles thereto passing
17 through the point of intersection of the shoreline of Lake
18 Erie in 1846 and a line 330 feet northerly at right
19 angles from and parallel with the south line of outer lot
20 36;

21 thence northeasterly at right angles with said harbor
22 line 1,115 feet, more or less, to the shoreline of Lake
23 Erie in 1846;

24 thence southeasterly along said shoreline of Lake

1 Erie 1,320 feet, more or less, to the point of beginning
2 containing 34.04 acres, more or less.

3 (2) PARCEL C-B.—Beginning at the point of intersec-
4 tion of the shoreline of Lake Erie with the northerly line of
5 land deeded to the United States Government, October 21,
6 1846, said line also extending in a due east and west direc-
7 tion and passing through the northwest corner of outer lot 36
8 (United States Monument No. 2), said point of beginning
9 being also 480 feet, more or less, west of the said northwest
10 corner of outer lot 36;

11 thence southeasterly along said shoreline of Lake
12 Erie in 1846 a distance of 470 feet, more or less, to the
13 intersection with a line 330 feet northly at right angles
14 from and parallel with the south line of lot 36, said line
15 being also the north line of lands deeded to the United
16 States Government, September 25, 1847;

17 thence southwesterly at right angles to established
18 harbor line 1,115 feet, more or less, to the established
19 harbor line;

20 thence northwesterly along said harbor line 465
21 feet, more or less, to the point of intersection of said
22 harbor and a line at right angles thereto passing through
23 the point of intersection of the shoreline of Lake Erie in
24 1846 and the line extending in a due east and west direc-

tion and passing through the northwest corner of outer lot 36;

thence easterly at right angles to established harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846, which is the above referenced point of beginning, containing 11.97 acres, more or less.

(c) Any deed of conveyance made pursuant to this Act shall reserve to the United States, so long as may be required, the right to use such lands for a spoil disposal area for materials dredged from the Buffalo Harbor Project, including the right to place structures thereon and to perform all other actions incident to such use, together with the rights of ingress and egress thereto. Further, said deed shall contain such additional terms and conditions as may be determined by the Secretary of the Army to be necessary to protect the interest of the United States.

SEC. 106. (a) That the Chief of Engineers, Department of the Army, under the direction of the Secretary of the Army, shall make an appraisal investigation and study, including a review of any previous relevant studies and reports, of the Atlantic, Gulf, and Pacific coasts of the United States, the coasts of Puerto Rico and the Virgin Islands, and the shorelines of the Great Lakes, including estuaries and bays thereof, for the purpose of (1) determining areas along such

1 coasts and shorelines where significant erosion occurs; (2)
2 identifying those areas where erosion presents a serious prob-
3 lem because the rate of erosion, considered in conjunction
4 with economic, industrial, recreational, agricultural, naviga-
5 tional, demographic, ecological, and other relevant factors,
6 indicates that action to halt such erosion may be justified;
7 (3) describing generally the most suitable type of remedial
8 action for those areas that have a serious erosion problem;
9 (4) providing preliminary cost estimates for such remedial
10 action; (5) recommending priorities among the serious prob-
11 lem areas for action to stop erosion; (6) providing State
12 and local authorities with information and recommendations
13 to assist the creation and implementation of State and local
14 coast and shoreline erosion programs; (7) developing rec-
15 ommended guidelines for land use regulation in coastal areas
16 taking into consideration all relevant factors; and (8) identi-
17 fying coastal areas where title uncertainty exists. The Secre-
18 tary of the Army shall submit to the Congress, as soon as
19 practicable, but not later than three years after the date
20 of enactment of this Act, the results of such appraisal investi-
21 gation and study, together with his recommendations. The
22 views of concerned local, State, and Federal authorities and
23 interests will be taken into account in making such appraisal
24 investigation and study.

25 (b) There are authorized to be appropriated such

1 amounts, not to exceed \$1,000,000, as may be necessary to
2 carry out the provisions of this section.

3 SEC. 107. That the projects for the Illinois Waterway
4 and Grand Calumet River, Illinois and Indiana (Calumet-
5 Sag navigation project), authorized by the River and Harbor
6 Act of July 24, 1946, are hereby modified substantially in
7 accordance with the recommendations of the Chief of Engi-
8 neers in House Document Numbered 45, Eighty-fifth Con-
9 gress, insofar as they apply to existing highway bridges in
10 Part II: Grand Calumet River and Indiana Harbor Canal,
11 at an estimated cost of \$33,265,000.

12 SEC. 108. (a) Steele Bayou, in Warren, Issaquena,
13 Sharkey, and Washington Counties, Mississippi, Washington
14 Bayou, in Issaquena and Washington Counties, Mississippi,
15 and Lake Washington, in Washington County, Mississippi,
16 are hereby declared to be nonnavigable within the meaning
17 of the laws of the United States.

18 (b) The project for navigation on Steele Bayou, Wash-
19 ington Bayou, and Lake Washington, authorized by the
20 River and Harbors Acts of July 5, 1884, August 5, 1886,
21 and June 25, 1910, is hereby deauthorized.

22 SEC. 109. Section 313 of the Act approved October
23 27, 1965 (79 Stat. 1073), is amended by deleting the date
24 "June 30, 1968" and substituting in lieu thereof "June
25 30, 1969".

1 SEC. 110. The Secretary of the Army, acting through
2 the Chief of Engineers, is authorized and directed to review
3 the requirements of local cooperation for the Quachita and
4 Black Rivers navigation project, authorized by the River and
5 Harbor Act of 1950, as amended, with particular reference
6 to Federal and non-Federal cost sharing, and he shall report
7 the findings of such review to Congress within one year after
8 the date of enactment of this Act.

9 SEC. 111. (a) That the Secretary of the Army, acting
10 through the Chief of Engineers, is authorized to enter into
11 agreements with non-Federal public bodies providing for the
12 removal of drift and other debris from public harbors and
13 associated channels under the jurisdiction of the Department
14 of the Army, and from adjacent land areas up to the line of
15 ordinary high water.

16 (b) Each such agreement shall provide that:

17 (1) The Secretary of the Army, acting through the
18 Chief of Engineers, shall collect drift and other debris, and
19 transport it by water to agreed upon staging or disposal
20 areas.

21 (2) The non-Federal public body shall (a) provide the
22 necessary staging or disposal areas; (b) provide and operate
23 any agreed upon facilities for the disposal, including incinera-
24 tion, of the collected materials, such incineration to be in
25 accordance with applicable air pollution standards; (c) take

1 measures satisfactory to the Secretary of the Army providing
2 for the removal or repair of deteriorated docks, piers, slips,
3 and other port facilities which may contribute to the drift and
4 other debris to be removed; (d) establish regulations satis-
5 factory to the Secretary of the Army preventing the dumping
6 of trash, garbage, or other debris into the harbor or into
7 streams or onto adjoining land areas from which such mate-
8 rial would be carried into the area covered by the agreement,
9 and providing for maintenance and operation of port facilities
10 in such a manner as to prevent the deposition of drift and
11 other debris.

12 (3) Each such agreement may also include such other
13 terms and conditions as the Secretary deems appropriate.

14 (c) The Federal participation in the program authorized
15 in this Act shall be financed from funds appropriated to the
16 Department of the Army for operation and maintenance of
17 flood control and river and harbor works.

18 (d) The provisions of this Act shall not be applicable to
19 any Federal project heretofore authorized for the removal
20 and disposal of drift and other debris from harbors and
21 channels.

22 SEC. 112. The Secretary of the Army is hereby author-
23 ized and directed to cause surveys to be made at the follow-
24 ing locations and subject to all applicable provisions of section
25 110 of the River and Harbor Act of 1950:

1 Back River, Maryland, from Chesapeake Bay to the
2 city of Baltimore's waste water treatment plants.

3 The nature and scope of the problems which result
4 from stream bank erosion throughout the United States;
5 the reports thereon to be accompanied by findings as to
6 the need for, and the feasibility of, a coordinated Federal
7 program of stream bank stabilization in the interest of
8 reducing damages resulting from the deposition of sedi-
9 ments in reservoirs and waterways, and the destruction
10 of channels and adjacent lands, including consideration of
11 local participation in such a program.

12 SEC. 113. Title I of this Act may be cited as the "River
13 and Harbor Act of 1968".

14 TITLE II—FLOOD CONTROL

15 SEC. 201. Section 3 of the Act approved June 22,
16 1936 (Public Law Numbered 738, Seventy-fourth Con-
17 gress), as amended by section 2 of the Act approved June
18 28, 1938 (Public Law Numbered 761, Seventy-fifth Con-
19 gress), shall apply to all works authorized in this title
20 except that for any channel improvement or channel rectifi-
21 cation project, provisions (a), (b), and (c) of section 3
22 of said Act of June 22, 1936, shall apply thereto,
23 except as otherwise provided by law: *Provided*, That the
24 authorization for any flood control project herein adopted
25 requiring local cooperation shall expire five years from the

1 date on which local interests are notified in writing by the
2 Secretary of the Army or his designee of the requirements of
3 local cooperation, unless said interests shall within said time
4 furnish assurances satisfactory to the Secretary of the Army
5 that the required cooperation will be furnished.

6 SEC. 202. The provisions of section 1 of the Act of
7 December 22, 1944 (Public Law Numbered 534, Seventy-
8 eighth Congress, second session), shall govern with respect
9 to projects authorized in this Act, and the procedures therein
10 set forth with respect to plans, proposals, or reports for
11 works of improvement for navigation or flood control and
12 for irrigation and purposes incidental thereto shall apply as
13 if herein set forth in full.

14 SEC. 203. The following works of improvement for the
15 benefit of navigation and the control of destructive flood-
16 waters and other purposes are hereby adopted and author-
17 ized to be prosecuted under the direction of the Secretary
18 of the Army and supervision of the Chief of Engineers
19 in accordance with the plans in the respective reports here-
20 inafter designated and subject to the conditions set forth
21 therein: *Provided*, That the necessary plans, specifications,
22 and preliminary work may be prosecuted on any project
23 authorized in this title with funds from appropriations here-
24 after made for flood control so as to be ready for rapid

1 inauguration of a construction program: *Provided further,*
2 That the projects authorized herein shall be initiated as
3 expeditiously and prosecuted as vigorously as may be con-
4 sistent with budgetary requirements. Penstocks and other
5 similar facilities adapted to possible future use in the devel-
6 opment of hydroelectric power shall be installed in any
7 dam authorized in this Act for construction by the Depart-
8 ment of the Army when approved by the Secretary of the
9 Army on the recommendation of the Chief of Engineers and
10 the Federal Power Commission.

11 CONNECTICUT RIVER BASIN

12 The project for the Beaver Brook Dam and Reservoir,
13 Beaver Brook, New Hampshire, is hereby authorized sub-
14 stantially in accordance with the recommendations of the
15 Chief of Engineers in Senate Document Numbered 68, Nine-
16 tieth Congress, at an estimated cost of \$1,185,000.

17 The project for flood protection on Park River, Con-
18 necticut, is hereby authorized substantially in accordance
19 with the recommendations of the Chief of Engineers in Senate
20 Document Numbered 43, Ninetieth Congress, at an estimated
21 cost of \$30,300,000.

22 LONG ISLAND SOUND

23 The project for flood protection on Norwalk River,
24 Connecticut and New York, is hereby authorized substan-
25 tially in accordance with the recommendations of the Chief

1 of Engineers in Senate Document Numbered 51, Ninetieth
2 Congress, at an estimated cost of \$2,700,000.

3 DELAWARE-ATLANTIC COASTAL AREA

4 The project for hurricane-flood protection and beach ero-
5 sion control along the Delaware Coast from Cape Henlopen
6 to Fenwick Island, at the Delaware-Maryland State Line, is
7 hereby authorized substantially in accordance with the rec-
8 ommendations of the Chief of Engineers in Senate Document
9 Numbered , Ninetieth Congress, at an estimated cost
10 of \$5,584,000.

11 RAPPAHANNOCK RIVER BASIN

12 The project for the Salem Church Dam and Reservoir
13 Rappahannock River, Virginia, is hereby modified substan-
14 tially in accordance with the recommendations of the Chief
15 of Engineers in Senate Document Numbered 37, Ninetieth
16 Congress, at an estimated cost of \$79,500,000.

17 CAPE FEAR RIVER BASIN

18 The project for the Randleman Dam and Reservoir,
19 Deep River, North Carolina, is hereby authorized substan-
20 tially in accordance with the recommendations of the Chief
21 of Engineers in Document Numbered , Ninetieth
22 Congress, at an estimated cost of \$19,463,000.

23 The project for the Howards Mill Dam and Reservoir,
24 Deep River, North Carolina, is hereby authorized substan-
25 tially in accordance with the recommendations of the Chief

1 of Engineers in Document Numbered , Ninetieth
2 Congress, at an estimated cost of \$12,460,000.

3 SOUTH ATLANTIC COASTAL AREA

4 The project for beach erosion control and hurricane flood
5 protection of Dade County, Florida, is hereby authorized
6 substantially in accordance with the recommendations of
7 the Chief of Engineers in House Document Numbered 335,
8 Ninetieth Congress, at an estimated cost of \$11,805,000.

9 HILLSBOROUGH BAY, FLORIDA

10 The project for hurricane-flood control protection on
11 Hillsborough Bay, Florida, is hereby authorized substantially
12 in accordance with the recommendations of the Chief of En-
13 gineers in House Document Numbered 313, Ninetieth
14 Congress, at an estimated cost of \$9,909,000: *Provided*,
15 That construction of the barrier across Hillsborough Bay
16 shall not be undertaken until the Chief of Engineers com-
17 pletes further detailed studies covering related water re-
18 source problems, including a comprehensive model study of
19 the entire Tampa Bay area.

20 PASCAGOULA RIVER BASIN

21 The project for the Tallahala Creek Dam and Reservoir,
22 Tallahala Creek, Mississippi, is hereby authorized sub-
23 stantially in accordance with the recommendations of the
24 Chief of Engineers in House Document Numbered 143,
25 Ninetieth Congress, to an estimated cost of \$16,360,000.

1 LOWER MISSISSIPPI RIVER BASIN

2 The project for flood control and improvement of the
3 lower Mississippi River, adopted by the Act of May 15, 1928
4 (45 Stat. 534), as amended and modified, is hereby further
5 modified and expanded to include the following items:

6 (a) The project for the St. Francis River Basin, Ar-
7 kansas and Missouri, authorized by the Flood Control Act ap-
8 proved June 15, 1936 (Public Law 74-678), as modified by
9 subsequent Acts of Congress, including the Flood Control Act
10 of 1965. Public Law 89-298 is hereby further modified to
11 provide that the requirements of local cooperation for the
12 improvements authorized in the Flood Control Act of 1965,
13 shall conform to those requirements for local cooperation
14 in the Saint Francis River Basin authorized in previous Acts
15 of Congress, substantially as recommended by the Chief of
16 Engineers in Senate Document Numbered 11, Ninetieth
17 Congress.

18 (b) Improvements in the Boeuf and Tensas Rivers and
19 Bayou Macon Basin to divert flows that would otherwise
20 enter Lake Chicot, Arkansas, substantially in accordance
21 with the recommendations of the Chief of Engineers in
22 House Document Numbered 168, Ninetieth Congress, at an
23 estimated cost of \$15,240,000.

24 (c) Improvements in the Belle Fountain ditch and

1 tributaries, Missouri, and Drainage District Number 17,
2 Arkansas, substantially in accordance with the recommenda-
3 tions of the Chief of Engineers in House Document Num-
4 bered 339, Ninetieth Congress, at an estimated cost of
5 \$4,638,000.

6 (d) Yazoo River, Mississippi. House Document Num-
7 bered , Ninetieth Congress, at an estimated cost of
8 \$52,147,000.

9 WHITE RIVER BASIN

10 The project for flood protection on Crooked Creek at
11 and in the vicinity of Harrison, Arkansas, is hereby author-
12 ized substantially in accordance with the recommendations
13 of the Chief of Engineers in Senate Document Numbered 28,
14 Ninetieth Congress, at an estimated cost of \$2,840,000.

15 BRAZOS RIVER BASIN

16 The project for the Aquilla Dam and Reservoir, Aquilla
17 Creek, Texas, is hereby authorized substantially in accord-
18 ance with the recommendations of the Chief of Engineers
19 in Senate Document Numbered 52, Ninetieth Congress, at
20 an estimated cost of \$23,612,000.

21 NAVASOTA RIVER BASIN

22 The project for flood protection on the Navasota River,
23 Texas, is hereby authorized substantially in accordance with
24 the recommendations of the Chief of Engineers in House

1 Document Numbered , Ninetieth Congress, at an esti-
2 mated cost of \$119,707,000: *Provided*, That construction of
3 the Navasota Numbered 2 Reservoir shall not be initiated
4 until the President has approved a report prepared by the
5 Secretary of the Army reexamining the basis on which the
6 project was formulated.

7 CLEAR CREEK, TEXAS

8 The project for flood protection on Clear Creek, Texas,
9 is hereby authorized substantially in accordance with the
10 recommendations of the Chief of Engineers in House Docu-
11 ment Numbered , Ninetieth Congress, at an estimated
12 cost of \$12,600,000.

13 PECAN BAYOU, TEXAS

14 The project for flood protection on Pecan Bayou, Texas,
15 is hereby authorized substantially in accordance with the
16 recommendations of the Chief of Engineers in House Docu-
17 ment Numbered , Ninetieth Congress at an estimated
18 cost of \$24,861,000.

19 GULF OF MEXICO

20 The project for hurricane-flood control at Texas City and
21 vicinity, Texas, is hereby authorized substantially in ac-
22 cordance with the recommendations of the Chief of Engi-
23 neers in House Document Numbered 187, Ninetieth Con-
24 gress, at an estimated cost of \$10,990,000.

1 UPPER MISSISSIPPI RIVER BASIN

2 The project for flood protection on the Mississippi River
3 from Cassville, Wisconsin, to mile 300, is hereby authorized
4 substantially in accordance with the recommendations of the
5 Chief of Engineers in House Document Numbered ,
6 Ninetieth Congress at an estimated cost of \$21,300,000.

7 The project for flood protection on the South Branch of
8 the Wild Rice River and Felton Ditch, Minnesota, is hereby
9 authorized substantially in accordance with the recommenda-
10 tions of the Chief of Engineers in House Document Num-
11 bered 98, Ninetieth Congress, at an estimated cost of
12 \$1,230,000.

13 OHIO RIVER BASIN

14 The project for flood protection and other purposes in
15 the Wabash River Basin, Illinois, Indiana, and Ohio, is
16 hereby authorized substantially in accordance with the rec-
17 ommendations of the Chief of Engineers in Senate Document
18 Numbered , Ninetieth Congress, at an estimated cost of
19 \$115,740,000.

20 The project for flood protection on the Ohio River in
21 Southwestern Jefferson County, Kentucky, is hereby au-
22 thorized substantially in accordance with the recommenda-
23 tions of the Chief of Engineers in House Document Num-
24 bered 340, Ninetieth Congress, at an estimated cost of
25 \$19,800,000.

1 The project for the Utica Dam and Reservoir and flood
2 protection at Newark, Licking River Basin, Ohio, is hereby
3 authorized substantially in accordance with the recommenda-
4 tions of the Chief of Engineers in House Document Num-
5 bered 337, Ninetieth Congress, at an estimated cost of
6 \$32,953,000.

7 The project for the Devils Jumps Dam and Reservoir,
8 Big South Fork of the Cumberland River, Kentucky and
9 Tennessee, is hereby authorized substantially in accordance
10 with the recommendations of the Chief of Engineers in House
11 Document Numbered 175, Eighty-seventh Congress, at an
12 estimated cost of \$151,000,000.

13 MISSOURI RIVER BASIN

14 The project for the Bear Creek Dam and Reservoir,
15 South Platte River, Colorado, is hereby authorized substan-
16 tially in accordance with the recommendations of the Chief
17 of Engineers in Senate Document Numbered , Ninetieth
18 Congress, at an estimated cost of \$32,314,000.

19 The project for flood protection on the Big Sioux River
20 at and in the vicinity of Sioux City, Iowa and South Dakota,
21 is hereby authorized substantially in accordance with the
22 recommendations of the Chief of Engineers in Senate Docu-
23 ment Numbered , Ninetieth Congress, at an estimated
24 cost of \$2,750,000: *Provided*, That unless responsible local
25 interests in the States of Iowa and South Dakota reach an

1 agreement regarding a plan for mitigation of fish and wild-
2 life losses and mutual agreement on a flood control plan for
3 the area above Sioux City, Iowa, within a period of one year
4 from the date of enactment of this Act, authorization for the
5 project approved herein and the project approved in accord-
6 ance with House Document Numbered 199, Eighty-eighth
7 Congress, in the Flood Control Act of 1965 (Public Law
8 89-298), shall expire.

9 The project for flood protection and other purposes in
10 the Papillion Creek Basin, Nebraska, is hereby authorized
11 substantially in accordance with the recommendations of the
12 Chief of Engineers in House Document Numbered ,
13 Ninetieth Congress, at an estimated cost of \$26,800,000.

14 The project for the Davids Creek Dam and Reservoir,
15 Nishnabotna River, Iowa, is hereby authorized substantially
16 in accordance with the recommendations of the Chief of En-
17 gineers in House Document Numbered 142, Ninetieth Con-
18 gress, at an estimated cost of \$2,040,000.

19 The project for flood control and other purposes on the
20 Little Blue River in the vicinity of Kansas City, Missouri, is
21 hereby authorized substantially in accordance with the rec-
22 ommendations of the Chief of Engineers in House Document
23 Numbered 169, Ninetieth Congress, at an estimated cost of
24 \$38,492,000.

25 The second paragraph under the heading "Missouri River

1 Basin” of the Act entitled “An Act authorizing additional
2 appropriations for the prosecution of comprehensive plans for
3 certain river basins”, approved December 30, 1963 (77
4 Stat. 840), is hereby amended to read as follows:

5 “The comprehensive plan for flood control and other
6 purposes in the Missouri River Basin, authorized by the
7 Flood Control Act of June 28, 1938, as amended and sup-
8 plemented, is further modified to include such bank protection
9 or rectification works at or below the Garrison Reservoir as in
10 the discretion of the Chief of Engineers and the Secretary of
11 the Army may be found necessary, at an estimated cost of
12 \$7,040,000.”

13 JORDAN RIVER BASIN

14 The project for the Little Dell Dam and Reservoir, Salt
15 Lake City Streams, Utah, is hereby modified substantially in
16 accordance with the recommendations of the Chief of Engi-
17 neers in Senate Document Numbered 53, Ninetieth Con-
18 gress, at an estimated cost of \$22,664,000.

19 SACRAMENTO RIVER BASIN

20 The project for flood protection on the Feather River at
21 Chester, California, is hereby authorized substantially in
22 accordance with the recommendations of the Chief of Engi-
23 neers in House Document Numbered 314, Ninetieth Con-
24 gress, at an estimated cost of \$940,000.

1 SANTA ANA RIVER BASIN

2 The project for flood protection, and other purposes on
3 Cucamonga Creek, California, is hereby authorized substan-
4 tially in accordance with the recommendations of the
5 Chief of Engineers in House Document Numbered 323,
6 Ninetieth Congress, at an estimated cost of \$26,300,000.

7 SAN FRANCISCO BAY AREA

8 The project for flood control on Alhambra Creek, Cali-
9 fornia, is hereby authorized substantially in accordance with
10 the recommendations of the Chief of Engineers in House
11 Document Numbered 336, Ninetieth Congress, at an es-
12 timated cost of \$8,000,000.

13 SWEETWATER RIVER BASIN

14 The project for flood control on the Sweetwater River,
15 California, is hereby authorized substantially in accordance
16 with the recommendations of the Chief of Engineers in
17 House Document Numbered 148, Ninetieth Congress, at an
18 estimated cost of \$4,900,000.

19 TANANA RIVER BASIN

20 The project for flood control in the Tanana River Basin
21 in the vicinity of Fairbanks, Alaska, is hereby modified sub-
22 stantially in accordance with the recommendations of the
23 Chief of Engineers in Senate Document Numbered ,
24 Ninetieth Congress, at an estimated additional cost of
25 \$111,700,000.

IAO STREAM, HAWAII

The project for flood protection and other purposes on Iao Stream, Hawaii, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 151, Ninetieth Congress, at an estimated cost of \$1,660,000.

SEC. 204. The Secretary of the Army, acting through the Chief of Engineers, is authorized to provide such school facilities as he may deem necessary for the education of dependents of persons engaged in the construction of the Dworshak Dam and Reservoir project, Idaho, and to pay for the same from any funds available for such project. When he determines it to be in the public interest, the Secretary, acting through the Chief of Engineers, may enter into cooperative arrangements with local and Federal agencies for the operation of such Government facilities, for the expansion of local facilities at Federal expense, and for contributions by the Federal Government to cover the increased cost to local agencies of providing the educational services required by the Government.

SEC. 205. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat.

1 305), the authorization in section 203 of such Act of
2 projects for local protection on the Weber River, Utah, shall
3 expire on April 16, 1972, unless local interests shall before
4 such date furnish assurances satisfactory to the Secretary of
5 the Army that the required local cooperation in such project
6 will be furnished.

7 SEC. 206. That, notwithstanding the first proviso in sec-
8 tion 201 of the Act entitled "An Act authorizing the con-
9 struction, repair, and preservation of certain public works on
10 rivers and harbors for navigation, flood control, and for other
11 purposes", approved July 3, 1958 (72 Stat. 305), the au-
12 thorization in section 203 of such Act of projects for local
13 protection on the Pecos River at Carlsbad, New Mexico, shall
14 expire on May 19, 1972, unless local interests shall before
15 such date furnish assurances satisfactory to the Secretary of
16 the Army that the required local cooperation in such project
17 will be furnished.

18 SEC. 207. The project for flood protection on the Gila
19 River below Painted Rock Reservoir, Arizona, authorized
20 by the Flood Control Act of 1962 (76 Stat. 1180, 1190),
21 substantially in accordance with the recommendations of the
22 Chief of Engineers in Senate Document Numbered 116,
23 Eighty-seventh Congress, is hereby modified to provide
24 that local cooperation shall consist of the requirements that,
25 prior to construction, local interests give assurances satis-

1 factory to the Secretary of the Army that they will: (a)
2 make a cash contribution of \$700,000, to be paid either in
3 a lump sum prior to initiation of construction or in install-
4 ments prior to the start of pertinent work items in accord-
5 ance with construction schedules, as determined by the Chief
6 of Engineers: *Provided*, That the reasonable value, as de-
7 termined by the Chief of Engineers, of any lands, ease-
8 ments, rights-of-way, and relocations, furnished by the local
9 interests shall be deducted from the required cash contribu-
10 tion; (b) Hold and save the United States free from dam-
11 ages due to the construction works; (c) Maintain and oper-
12 ate all works after completion in accordance with regula-
13 tions prescribed by the Secretary of the Army.

14 SEC. 208. (a) Whenever any State, or any agency or
15 instrumentality of a State or local government, or any non-
16 profit incorporated body organized or chartered under the
17 law of the State in which it is located, or any nonprofit
18 association or combination of such bodies, agencies or in-
19 strumentalities, shall undertake to secure any lands or in-
20 terests therein as a site for the resettlement of families,
21 individuals, and business concerns displaced by a river and
22 harbor improvement, flood control or other water resource
23 project duly authorized by Congress, and when it has been
24 determined by the Secretary of the Army that the State is
25 unable to acquire necessary lands or interests in lands or

1 is unable to acquire such lands or interests in lands with
2 sufficient promptness, the Secretary, upon the request of the
3 Governor of the State in which such site is located, and after
4 consultation with appropriate Federal, State, interstate, re-
5 gional, and local departments and agencies, is authorized, in
6 the name of the United States and prior to the approval of
7 title by the Attorney General, to acquire, enter upon, and take
8 possession of such lands or interests in lands by purchase, do-
9 nation, condemnation or otherwise in accordance with the
10 laws of the United States (including the Act of February 26,
11 1931 (46 Stat. 1421)) : *Provided*, That unless otherwise
12 authorized by law, all expenses of said acquisition and any
13 award that may be made under a condemnation proceeding,
14 including costs of examination and abstract of title, certificate
15 of title, appraisal, advertising, and any fees incident to
16 acquisition, shall be paid by such State or body, agency or
17 instrumentality from any available funds, regardless of source.
18 Pending such payment, the Secretary may expend from any
19 funds heretofore or hereafter appropriated for the project
20 occasioning such acquisition such sums as may be necessary
21 to carry out this section. To secure payment, the Secretary
22 may require any such State or agency, body or instrumen-
23 tality to execute a proper bond in such amount as he may
24 deem necessary before acquisition is commenced. Any sums
25 paid to the Secretary by any such State or agency, body or

1 instrumentality shall be deposited in the Treasury to the
2 credit of the appropriation for such project.

3 (b) No acquisition shall be undertaken under the au-
4 thority of this section unless the Secretary has determined,
5 after consultation with appropriate Federal, State, and local
6 governmental agencies that (1) the development of a site
7 is necessary in order to alleviate hardships to displaced per-
8 sons; (2) the location of the site is suitable for develop-
9 ment in relation to present or potential sources of employ-
10 ment; and (3) a plan for development of the site has been
11 approved by appropriate local governmental authorities in
12 the area or community in which such site is located.

13 (c) The Secretary is further authorized and directed
14 by proper deed, executed in the name of the United States,
15 to convey any lands or interests in land acquired in any
16 State under the provisions of this section, to the State, or such
17 public or private nonprofit body, agency or institution in the
18 State as the Governor may prescribe, upon such terms and
19 conditions as may be agreed upon by the Secretary, the Gov-
20 ernor, and the agency to which the conveyance is to be made.

21 SEC. 209. (a) No provision of law heretofore or here-
22 after enacted which limits the number of persons who may
23 be appointed as full-time civilian employees, or temporary
24 and part-time employees, in the executive branch of the
25 Government shall apply to employees of the Tennessee Val-

1 ley Authority engaged in its power program and paid ex-
2 clusively from other than appropriated funds. In applying
3 any such provision of law to other departments and agencies
4 in the executive branch, the number of such employees of
5 the Tennessee Valley Authority shall not be taken into
6 account.

7 (b) No provision of law that seeks to limit expenditures
8 and net lending during the fiscal year ending on June 30,
9 1969, under the Budget of the United States Government,
10 shall apply to expenditures by the Tennessee Valley Au-
11 thority out of the proceeds from its power operations, from
12 the sale of any power program assets, or from power revenue
13 bonds, notes, or other evidences of indebtedness.

14 SEC. 210. The Secretary of the Army is hereby author-
15 ized and directed to cause surveys for flood control and allied
16 purposes, including channel and major drainage improve-
17 ments, and floods aggravated by or due to wind or tidal
18 effects, to be made under the direction of the Chief of En-
19 gineers, in drainage areas of the United States and its terri-
20 torial possessions, which include the localities specifically
21 named in this section. After the regular or formal reports
22 made on any survey authorized by this section are submitted
23 to Congress, no supplemental or additional report or estimate
24 shall be made unless authorized by law except that the Secre-

1 tary of the Army may cause a review of any examination or
2 survey to be made and a report thereon submitted to Con-
3 gress, if such review is required by the national defense or by
4 changed physical or economic conditions.

5 Burnett, Crystal, and Scotts Bays and vicinity, Bay-
6 town, Texas, in the interest of flood control, drainage,
7 and related water and land resources, including specifi-
8 cally the problems of general subsidence of the area and
9 flood problems created thereby.

10 Streams at and in the vicinity of the Spring Moun-
11 tain Youth Camp, Spring Mountain Range, Nevada, in
12 the interest of flood control, bank erosion control, and
13 allied purposes.

14 Virgin River, at and in the vicinity of Bunkerville,
15 Mesquite, and Riverside, Nevada, in the interest of flood
16 control, bank erosion control, and allied purposes.

17 Cuyahoga River from Upper Kent to Portage Trail
18 in Cuyahoga Falls, Ohio, in the interest of flood control,
19 pollution abatement, low flow regulation, and other allied
20 water purposes.

21 Kalihi Stream, Honolulu, Oahu, Hawaii.

22 SEC. 211. Title II of this Act may be cited as the
23 "Flood Control Act of 1968".

1 TITLE III—RIVER BASIN MONETARY
2 AUTHORIZATIONS

3 SEC. 301. That, (a) in addition to previous authoriza-
4 tions, there is hereby authorized to be appropriated for the
5 prosecution of the comprehensive plan of development of
6 each river basin under the jurisdiction of the Secretary of
7 the Army referred to in the first column below, which was
8 basically authorized by the Act referred to by date of en-
9 actment in the second column below, an amount not to
10 exceed that shown opposite such river basin in the third
11 column below:

Basin	Act of Congress	Amount
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and Southern Florida.....	June 30, 1948	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	June 28, 1938	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Quachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	June 28, 1938	2,000,000

12 (b) The total amount authorized to be appropriated by
13 this section shall not exceed \$466,000,000.

14 SEC. 302. In addition to the previous authorization, the
15 completion of the system of flood control reservoirs on the
16 West Branch Susquehanna River, Pennsylvania, authorized
17 by the Flood Control Act of 1954, is hereby authorized at
18 an estimated cost of \$3,000,000.

19 SEC. 303. Title III of this Act may be cited as the
20 “River Basin Monetary Authorization Act of 1968”.

90TH CONGRESS
2d Session

S. 3710

[Report No. 1342]

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

By Mr. RANDOLPH

JUNE 28, 1968

Read twice and ordered to be placed on the calendar

Senate

July 1, 1968

- 3 -

water and sewer grants prior to completion of a comprehensive plan, increase the amount of unsold insured loans that may be made out of the fund, raise the aggregate annual limits on grants, and remove the annual ceiling on insured loans; and H. R. 17752, to provide indemnity payments to dairy farmers. p. D626

9. CONSERVATION. Received the conference report on S. 1401, to amend title I of the Land and Water Conservation Fund Act of 1965 (H. Rept. 1598). p. H5881
10. HEALTH. The Rules Committee reported a resolution for the consideration of H. R. 15758, to amend the Public Health Service Act, to extend and improve regional medical programs, to extend the authorization of grants for health of migratory agricultural workers, and to provide for specialized facilities for alcoholics and narcotic addicts. p. H5882
11. HOUSING. The Rules Committee reported a resolution for the consideration of H. R. 17989, to assist in the provision of housing for low- and moderate-income families, and to extend and amend laws relating to housing and urban development. p. H5882
Rep. Widnall inserted his supplemental views on the housing bill. pp. H5856-8
Rep. St. Germain commended the housing bill and inserted a supporting editorial. pp. H5879-80
12. TECHNICAL SERVICES. The Interstate and Foreign Commerce Committee reported with amendment H. R. 16824, to extend for an additional year the authorization of appropriations under the State Technical Services Act of 1965 (H. Rept. 1607). p. H5882
13. FARM PROGRAM. Rep. Madden spoke against extending farm subsidies through 1970 and inserted a letter from the American Farmer Bureau Federation urging the defeat of H. R. 17126, the farm bill. p. H5856

SENATE

14. WATER RESOURCES. The Interior and Insular Affairs Committee reported without amendment S. 3575, to authorize the Secretary of the Interior to engage in feasibility investigations of certain water resource developments (S. Rept. 1347). p. S7953
15. RECREATION. The Interior and Insular Affairs Committee reported with amendment H. R. 9098, to revise the boundaries of the Badlands National Monument in the State of S. Dak., to authorize exchange of land mutually beneficial to the Oglala Sioux Tribe and the United States (S. Rept. 1349). p. S7953
Passed with amendments S. 827, to establish a nationwide system of trails (pp. S7961-71). Agreed to committee amendments en bloc (p. S7964). Agreed to Sen. Symington's amendment to include the Potomac Heritage Trail in Va. between Great Falls Park and Spout Run to be developed and maintained primarily as a footpath (p. S7964).

16. APPROPRIATIONS. The Appropriations Committee reported with amendments H.R. 18038, the legislative branch appropriation bill, 1969 (S. Rept. 1350). p. S7953
17. HIGHWAYS. Passed with amendments S. 3418, to authorize appropriations for the fiscal years 1970-71 for the construction of certain highways in accordance with title 23 of the United States Code (pp. S8015-44, S8053-4, S8056-63). Agreed to committee amendments en bloc (p. S8042). Agreed to Sen. Jackson's amendment that in highway construction an effort be made to preserve the natural beauty of the countryside, public parks, and recreation lands, wildlife refuges, and historic sites (p. S8042). Agreed to Sen. Spong's amendments to make it possible for the District of Columbia to participate in a relocation assistance and land acquisition program (p. S8044) and to allow the District of Columbia to transfer certain land to Interior in exchange or as replacement for park, parkway, and playground lands transferred to the District for public purposes (p. S8044).
18. FLOOD CONTROL. Began consideration of S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes. pp. S8063-4
19. WILDERNESS. The Interior and Insular Affairs Committee voted to report (but did not actually report) the following wilderness bills: S. 4739, to authorize the Secretary of the Interior to grant long term leases with respect to lands in the El Portal administrative site adjacent to Yosemite National Park, Calif., S. 1385, to amend section 3 of the "Act to provide for the disposal of materials on the public lands of the United States" relating to the disposition by Interior of moneys obtained from the sale of materials from public lands, S. 3379, to designate certain lands in the Great Swamp National Wildlife Refuge, Morris Co., N. J., as wilderness, S. 3343, to designate certain lands in the Pelican Island National Wildlife Refuge, Indian River Co., Fla., as wilderness, and S. 3502, to designate certain lands in the Seney, Huron Islands, and Michigan Islands National Wildlife Refuges in Mich., the Gravel Island and Green Bay National Wildlife Refuges in Wisc., and the Moosehorn National Wildlife Refuge in Maine, as wilderness. pp. D624-5
20. TRADE. Sen. Hansen expressed concern over "America's increasingly unfavorable balance of trade" and inserted supporting articles. pp. S7991-2
21. RADIATION. Sen. Hart inserted Sen. Bartlett's statement outlining his proposed amendments to the proposed Radiation Control Act of 1968. pp. S7994-5
22. TOBACCO. Sen. Moss expressed pleasure at the report that people are "decreasing their use of tobacco." pp. S8011-13
23. GRAPES. Sen. Murphy was appalled at reports that New York City government has entered into a secondary boycott by New York City retail grocery chain stores against the use of Calif. table grapes and inserted related articles. p. S8064

urban renewal or for any other reason involving eminent domain. I would appreciate the Senator's comment.

Mr. RANDOLPH. Yes; I think it is important to have it uniform. We know that there are many areas in which this should be done. I am inclined to believe that on rivers and harbors and flood control projects, such practices should be carried out also.

I wish to express again, as I have earlier today, my appreciation to the Senator from Maine [Mr. MUSKIE] and the Senator from Tennessee [Mr. BAKER], who, on the Government Operations Committee, have given close study to this subject, and have urged us in the Committee on Public Works to speak affirmatively in this regard; and I am delighted that the Senator from New York has again called our attention to the necessity to deal fairly with those who are disrupted in their businesses and those who are dislocated from their places of residence.

Mr. JAVITS. Mr. President, in view of the answers of the chairman of the committee, given with the tact and statesmanship to which I have become accustomed in working with him so frequently on the Committee on Labor and Public Welfare, I do not see any necessity for any amendments. I think the chairman has very completely elucidated what is contained in the bill; I think it will be most helpful in administering the bill, and I am very grateful to him.

Mr. RANDOLPH. Mr. President, I thank the Senator from New York. He has made a very considerable contribution to our discussion in these areas, and we appreciate it.

The PRESIDING OFFICER. The bill is open to further amendment.

The Senator from Virginia is recognized.

Mr. SPONG. Mr. President, page 12 of the report deals at some length with the design concept theme. Before we vote on final passage, I express the hope that we shall see to it that assistance is rendered in planning and locating of highways in the District of Columbia.

I ask unanimous consent that my individual views and remarks appearing on page 47 of the committee report be printed at this point in the RECORD.

There being no objection, the individual views were ordered to be printed in the RECORD, as follows:

INDIVIDUAL VIEWS OF SENATOR WILLIAM B. SPONG, JR.

I regret the committee has not included in the bill a provision to permit construction of certain highway projects which would improve the flow of traffic in Metropolitan Washington.

I am reluctant to interfere in local highway affairs, but the freeway situation in the District of Columbia has reached a stalemate, and congressional action is a necessity.

The Three Sisters Bridge is essential to the proper development of Dulles International Airport. The bridge was planned as an integral part of the highway system linking Washington with Dulles Airport, and until the system is completed, Dulles will remain relatively idle while Washington National Airport will become even more congested.

The proposed \$40 million expansion of Washington National cannot be justified. Its capacity has been exceeded, and any

major effort to improve air transportation facilities in the Washington area should be directed toward Dulles. Construction of the Three Sisters Bridge and completion of Interstate Route 66 would facilitate full utilization of the air transportation potential of Dulles.

The relocation assistance program included in the bill would insure that no families and businesses displaced by highway construction would suffer undue hardship. Enactment of this title of the bill would be helpful in relieving the objections of many residents to the District highway program.

With the intention of establishing a basis for a resolution of the freeway impasse in Washington, I would suggest an authorization to permit construction of the Three Sisters Bridge and Georgetown waterfront highway; the George Washington Parkway from the District of Columbia line to a connection with the Three Sisters Bridge and Potomac Parkway; completion of the center leg through New York Avenue to Brentwood Road, and the east leg from 11th Street to a point just south of East Capitol Street.

This would clear up the clouded authority of District officials responsible for the management of highway affairs. Because the House Public Works Committee has included language in its bill requiring construction of the Interstate Highway System in and through the District of Columbia, it is apparent that this issue must be faced in conference.

In my view, the suggestion above would be helpful to all concerned with orderly transportation planning in Metropolitan Washington.

The PRESIDING OFFICER. The bill is open to further amendment. If there be no further amendment to be proposed, the question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time.

The bill was read the third time.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall it pass?

The bill (S. 3418) was passed.

Mr. MANSFIELD. Mr. President, I move to reconsider the vote by which the bill was passed.

Mr. RANDOLPH. Mr. President, I move to lay that motion on the table.

The motion to lay on the table was agreed to.

Mr. MANSFIELD. Mr. President, I wish to pay a well deserved tribute to the senior Senator from West Virginia [Mr. RANDOLPH]. His extraordinary handling of the Federal highway authorization was in large measure responsible for its overwhelming success. He applied to this bill the same strong advocacy and diligence that have characterized his handling of many legislative achievements in the past. We are deeply grateful.

We are grateful also to the Senator from Kentucky [Mr. COOPER] who similarly has contributed so much to the passage of this measure. Though necessarily absent today, his work in committee has left an indelible mark on this fine achievement. Other Senators also contributed. Noteworthy were the efforts of the Senator from Texas [Mr. TOWER], the Senator from Virginia [Mr. SPONG] and others whose views are always welcome. Particular praise is due the senior Senator from Delaware [Mr. WILLIAMS]. He offered his own strong sentiments on the measure and sought to make adjust-

ments where he sincerely felt they were needed. We thank him. And once again to Senator RANDOLPH and to the other members of the committee, we are grateful for this magnificent success achieved with such an efficient manner.

Mr. CLARK subsequently said: Mr. President, I desire to note that I voted "yea" on passage of the Federal Aid Highway Act of 1968, despite the fact that I supported the Williams amendment. In my opinion, it would have been wiser had the Williams amendment reduced the bill to the amount recommended in the budget by President Johnson.

Nevertheless, the essential requirement of our highway construction program is such that I want it noted that I did vote "yea" on passage of the bill.

Mr. RANDOLPH. Mr. President, I cannot permit the record of the Senate's consideration of this landmark highway legislation to close without expressing my appreciation and that of the members of the Committee on Public Works, for the efforts of all of the committee staff, both majority and minority for this fine contribution to our work in developing this important measure. In addition to these fine people, the personnel staffs of the Members have assisted us greatly during the many hours spent in bringing this bill into being.

I have already commented on the parts played by Senator MUSKIE, Senator COOPER, Senator JORDAN of Idaho and Senator BAKER. Their efforts in resolving the complex issue which faced us during our deliberations in the legislation were matched by the other members of the committee. Senator STEPHEN YOUNG of Ohio, although he was otherwise occupied by other legislation pending before the committee, which I understand we will consider tomorrow was most helpful as were Senator ERNEST GRUENING and Senator DANIEL INOUE.

Senator B. EVERETT JORDAN of North Carolina, assisted greatly along with Senator BIRCH BAYH and Senator HIRAM FONG in helping to resolve some of the questions created by the provisions relating to employment practices and wages. Senator JOSEPH TYDINGS, was instrumental in bringing the District of Columbia parking legislation to our attention and otherwise participated in the deliberations. Senator WILLIAM SPONG was extremely helpful in bringing a number of issues before the committee for further discussion and refinement.

Senator J. CALEB BOGGS, added his talent for smoothing over the difficult matters before us and lent his calm reason to the discussions. Senator GEORGE MURPHY was also contributor of ideas and solutions which greatly aided our endeavors. Senator JOSEPH MONTOYA, has unfortunately been absent for reasons of health, but his views were made known to us by his staff.

PUBLIC WORKS ON RIVERS AND HARBORS FOR NAVIGATION AND FLOOD CONTROL

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar

No. 1322, S. 3710. I do this so that the bill will become the pending business.

The PRESIDING OFFICER. The bill will be read by title.

The ASSISTANT LEGISLATIVE CLERK. A bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

The PRESIDING OFFICER. Is there objection to the present consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

SECONDARY BOYCOTT BY NEW YORK CITY GOVERNMENT AGAINST CALIFORNIA GRAPES

Mr. MURPHY. Mr. President, I was appalled to learn this morning from articles in the New York Times and the Los Angeles Times that the New York City government has entered into the secondary boycott by New York City retail grocery chain stores against the use of California table grapes.

These articles stated that Deputy Mayor Timothy Costello has announced that New York City would not buy its usual tonnage of California table grapes this year, but more importantly he urged New Yorkers not to consume them.

I have been advised that a long string of New York court decisions have been interpreted as holding that any secondary boycott is illegal within the State.

Furthermore, California growers have filed motions with the National Labor Relations Board alleging the boycott by retail grocery stores to be an unfair labor practice under section 8(b)(4) of the National Labor Relations Act.

It would seem to me, Mr. President, that Mr. Costello and the New York City administration have no business attempting to throw their weight behind either side in this contest between the California growers and the AFL-CIO union leaders who are presently trying to apply economic leverage against the growers to force them to recognize the United Farm Workers Organizing Committee which is an AFL-CIO affiliate.

Frankly, I would think that should the farmers be able to obtain sufficient evidence in affidavit form to demonstrate that the chain stores had been threatened, there would be little question but that the aforementioned provision of the National Labor Relations Act would have been violated.

Mr. President, I ask unanimous consent that the articles published in the New York Times and the Los Angeles Times be printed at this point in the RECORD.

There being no objection, the articles were ordered to be printed in the RECORD, as follows:

[From the New York Times, July 1, 1968]
CITY IS SUPPORTING BOYCOTT OF GRAPES GROWN IN CALIFORNIA

The city has thrown its weight behind union attempts to organize a national boycott of California-grown grapes.

Deputy Mayor Timothy W. Costello announced yesterday that the city would not buy any California grapes until a labor dis-

pute between California grape pickers and the Guimarra Vineyards Corporation and other growers was resolved.

Dr. Costello said he hoped that "the city's decision to support the boycott will stimulate city residents to do the same thing."

About a fifth of all California grapes are sold in the New York City area. The city buys about 15 tons of grapes a year for use in prisons and hospitals, an amount that Dr. Costello said was relatively small.

The United Farm Workers Organizing Committee, an affiliate of the American Federation of Labor-Congress of Industrial Organizations that represents the striking workers, has been encouraging unions here to promote the boycott.

Officials of major food chains and union leaders agreed that very few California grapes were being sold here now, the peak of the grape season.

Guimarra Vineyards and other growers filed a charge last week with the New York office of the National Labor Relations Board, alleging that various unions here had acted in concert and had threatened retaliation against stores that continued to sell grapes.

The board is investigating the charge.

The grape strike has been a long and bitter one. It began last August when 950 of the 1,000 workers at Guimarra walked off their jobs when the company refused to recognize their union.

The company hired replacements, and the unions charged that Guimarra then tried to ship its grapes under the labels of other growers. The unions then called for a boycott of all California grapes except those of the DiGiorgio Company, which has signed a contract with the union.

[From the Los Angeles Times, July 1, 1968]

NEW YORK CITY WON'T BUY GRAPES IN CALIFORNIA

NEW YORK.—Dep. Mayor Timothy W. Costello said Sunday New York City would not buy its normal 15 tons of California table grapes this year and he urged city residents not to buy them either until California growers agree to allow their farm workers union representation.

The city boycott of the grapes supports a nationwide boycott called by the United Farm Workers' organizing committee, AFL-CIO, which represents striking field hands. The union boycott was called when 950 to 1,000 workers struck Guimarra Vineyards Corp. last August over the issue of union representation.

The city makes direct purchases of about 15 tons of grapes a year for use in its hospitals and prisons.

"Though the city's purchases of grapes are relatively small," Costello said, he hoped "the city's decision to support the boycott will stimulate city residents to do the same thing."

About one-fifth of all California grapes are sold in the New York area.

Purchase Commissioner Marvin Gersten said shoppers should urge their grocers not to carry the boycotted grapes.

Mr. MURPHY. Mr. President it will be noted there is a statement in both articles that during the strike at one of the vineyards, 950 of 1,000 workers went out on strike. The records of the vineyard, however, show that only 40 of nearly 3,000 workers on the payroll went out on strike. There is a great difference between 1 or 2 percent of the workers and 95 percent, as the articles allege. This discrepancy can only serve to remind me of the time members of the Labor and Public Welfare Committee went to the State of California and my friend, Steve Allen, appeared as an expert witness with

a flier that announced that 5,000 workers were on strike. At that time the largest number of strikers that the committee could find was 75. I pointed out to Mr. Allen that there was a large disparity between the figures he used and what the Senators actually saw. Strangely enough, he said he had gotten his figure from the leaders of the strike.

This is the reason I must question now the statements made in this morning's newspapers. I am afraid that there may be a false figure contained there.

I think that this matter concerning the workers on the California farms has grown to the point of confusion where it is necessary to explain this matter once and for all so that the general public can understand it based on fact and not fantasy.

While I might speak today of inaccurate reporting due to inaccurate sources, the question of the legality of the secondary boycott, while disturbing to me, is not a matter to be resolved on the Senate floor. It is for the NLRB to determine and Deputy Mayor Costello should not give weight to one side or the other.

NUCLEAR NONPROLIFERATION TREATY

Mr. THURMOND. Mr. President, I am opposed to the nuclear nonproliferation treaty because the United States and the Soviet Union exchange pledges of trust through its approval. This is the same Soviet Union that is daily sending the sinews of war to North Vietnam; it is the same Soviet Union that encourages the North Koreans to commit acts of aggression; and it is the same Soviet Union that encourages East Germany to harass our friends and allies trying to enter Berlin.

Furthermore, it is evident from the terms of the treaty that the allies of the United States are prohibited from establishing defensive nuclear armaments such as the antiballistic missile.

With regard to the President's announcement that the Soviet Union and the United States will soon begin discussions on the limitation and reduction of nuclear armaments, I view this with some apprehension. In my opinion the Soviet Union is using disarmament as a weapon. I believe that they have come to this agreement solely because of the action taken last week by the Senate on the Sentinel antiballistic missile system. On this vital issue I urge that we continue deployment of the Sentinel. Any cessation in this deployment would bargain away our position.

It is well-known that the Soviets are years ahead of us in missile defense. Their Galosh system around Moscow is already deployed, and we have not yet started construction of our Sentinel sites.

In proposing new discussions on strategic delivery systems and defenses, the Soviet Union is following the same pattern of the 1963 Nuclear Test Ban Treaty. I advise caution in these forthcoming discussions, and urge that we negotiate from a position of strength. In this regard I believe it essential that we continue our Sentinel deployment. Continuation with the Sentinel would indicate to

second supplemental appropriation bill, 1968, and acted on amendments in disagreement (pp. S8140-49, H5889-97). The House agreed to a motion to concur in the Senate amendment with an amendment to appropriate \$10,000,000 for the school lunch program authorized by P.L. 90-302, instead of \$32,000,000 as proposed by the Senate (p. H5593). See Digest No. 106 for other provisions. This bill will now be sent to the President.

Senate conferees on H. R. 15399, the urgent supplemental appropriation bill, were discharged from further service inasmuch as the items therein have been disposed of, with one exception, an item relating to the Farmers Home Administration which has been transferred to the annual Agriculture appropriation bill. p. S8148

14. CONSERVATION. Both Houses agreed to the conference report on S. 1401, to provide that receipts from mineral leases on offshore lands be deposited in the land and water conservation fund (pp. S8162-64, H5898-99). As agreed to in conference, this bill would add to the land and water conservation fund for the next 5 years, \$200 million for each of those years. This bill will now be sent to the President.
15. RECLAMATION. Concurred in House amendments on S. 1251, to make certain reclamation project expenses nonreimbursable. The bill would relieve certain water users' organizations from the responsibility for the repayment to the Federal Government of severance pay to Bureau of Reclamation employees whose Federal employment is terminated as a result of the transfer of the responsibility for project operation from the Bureau to the water user agency (p. S8091). This bill will now be sent to the President.
16. WILDLIFE. Senate concurred in House amendment to S. 322, to encourage the transfer of acquired lands within the national wildlife refuge system (p. S8140). This bill will now be sent to the President.
17. FLOOD CONTROL. Passed with amendments S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control. pp. S8123-39, S8149-54
18. GRAINS. A subcommittee of the Agriculture and Forestry Committee approved for full committee consideration with amendments H. R. 15794, to amend the laws relating to the inspection and grading of grain. p. D632
Sen. Dodd opposed the International Grains Arrangement of 1967 stating that "almost immediately after the treaty was ratified, the Secretary of Agriculture acted to impose an export tax on wheat and to reduce wheat allotments for 1969 by 13 percent." p. S8118
19. WATER QUALITY. The Public Works Committee voted to report (but did not actually report) S. 3206, the proposed Water Quality Improvement Act. p. D633
The Public Works Committee approved plans for works of improvement on watershed projects. p. D633
The Public Works Committee approved the language of amendments adopted to S. 2525, to control pollution from vessels within navigable waters of the U. S. p. D633

20. REA. Received from REA information of the approval of certain loans for the financing of certain transmission facilities to the Central Electric Power Cooperative, Inc. p. S8067
21. PERSONNEL. Sen. Ervin inserted the text of his statement before the House Post Office and Civil Service Subcommittee on Manpower and Civil Service on S. 1035, the employee privacy bill. pp. S8080-90
22. TAIWAN. Sen. Tower commended Taiwan's economic and social advancement from an agricultural culture to a representative, republican system. pp. S8120-22
23. POVERTY. Sen. Tower defended Congress and the Government against allegations that they are "indifferent" to the needs of the poor and stated that in an analysis of the 1968 budget "an estimated total of \$25.6 billion is going to programs assisting the poor." pp. S8109-10
24. FEDERAL AID. Sen. Hart criticized the "drastically reduced" Labor-HEW appropriation bill passed last week by the House. pp. S8110-11
25. CENSUS. Sen. Tower urged that Congress take legislative action which would instruct the Census Bureau to confine the scope and content of the decennial census. pp. S8112-3
26. ELECTRIFICATION. Sen. Metcalf criticized utilities as "tax collectors" not "tax payers." pp. S8113-5
27. TRANSPORTATION. Sen. Thurmond inserted material discussing the nonmilitary uses of nuclear explosives, relating to the interoceanic canal. pp. S8158-62
28. ADJOURNMENT. ^{Both Houses} agreed to H. Con. Res. 792, that when the two Houses adjourn on Wed., July 3, they stand adjourned until 12 o'clock Mon., July 8. pp. S8151
H5897

EXTENSION OF REMARKS

29. TREES. Rep. Reuss inserted an open letter to utility companies on the importance of preserving trees. pp. E6037-8
30. VOCATIONAL EDUCATION. Rep. Landrum inserted several articles on vocational education and how it can help solve many of our economic and social problems. pp. E6039-44
31. WATER. Rep. Burton inserted an article on the efforts of two Colorado Congressmen to have a feasibility study done on new water resources for Northern Colorado. pp. E6049-50
32. FREIGHT RATES. Rep. Patman spoke on the need for legislation establishing a commission to study freight rates for farm products. pp. E6050-51
33. CONSUMER. Rep. Sullivan inserted her address before the International Organization of Consumers Unions on the problems of passing good consumers legislation in the House of Representatives. pp. E6062-4

afford an adequate antipoverty program have no difficulty in finding as much money as may be necessary to expand police forces or to equip the police with weapons of enlarged destructiveness. Similarly, billions of dollars are instantly available for Vietnam, where our announced objective is to give people the right to choose their own government. Americans who live in the ghettos have clearly chosen to improve their own station in life, yet some of the men who make the laws do not seem to comprehend this kind of self-determination and their own clear responsibility to help make it work.

Another unhappy characteristic of many of the easy answers now being offered for eradicating violence is the collapse of distinctions. An important distinction must be made between people who are caught up in political and social upheaval and people involved in organized crime. Respect for law and order is not advanced when police deal with both groups as though they are dealing with the same thing. The same is true of student demonstrations. A distinction must be made between the many students who are demonstrating for increased participation in the decisions that affect their lives, and the few students who are exploiting this underlying situation for their own avowed destructive ends. (It is unfortunate that Columbia University, where relations broke down, should dominate the headlines, while almost no attention is being paid to campuses such as American University, in Washington, D.C., where student protest has been imaginatively and responsibly met and where a pattern of strong student-faculty administration cooperation is being worked out.)

The easiest way of creating a nation of law and order is to establish a police state. The business of carrying out the laws in a free society, however, is somewhat more complicated. Here we face the undoubted fact that free societies have not been able to meet all their problems without a certain degree of clamor and chaos. But we will at least serve ourselves and advance our purposes if we understand our own historical background and if we learn to resist easy answers. The attack on violence requires not just superior counter-violence but a spirited and morally imaginative upgrading of our entire way of life.

—N. C.

ADVICE FROM ILLINOIS SMALL BUSINESSMEN

Mr. PERCY. Mr. President, some weeks ago I asked the small businessmen in Illinois to advise me on matters of concern to them. I asked them to explain their problems with Government programs and what the Government might do to help alleviate some of these problems. The response of over 1,000 of them was of great assistance to me in my role as ranking minority member on the Small Business Subcommittee. Because the replies were so informative and helpful to my own understanding, I would like to share their comments and suggestions with my colleagues in the Senate.

The questionnaire which I circulated asked specifically what the businessmen consider to be their major problems with the Federal Government. Their replies follow in order of importance:

First. High taxes.

Second. Paperwork and redtape in required Federal forms.

Third. Government interference and regulation.

Fourth. Minimum wage laws.

Fifth. Growing union power and control.

Sixth. Difficulty in obtaining business financing.

Seventh. Government spending and inflation.

Eighth. Fair trade practices.

Ninth. Shortage of qualified skilled labor.

Tenth. Government bureaucracy and inefficiency.

We in Congress are aware that one of the first sectors of our economy to reflect difficulties and one of the last to share in the good times is the small business community. The fact that the economy is currently in an inflationary spiral is quite evident to Illinois small businessmen. They see themselves caught in a squeeze play and the pinch is beginning to make them very uncomfortable.

They see the tax structure as awesome in size, variety, and complexity. Small businesses tend to maintain a very narrow margin of operating capital. Of course, increasing costs, including taxes, eat into this small margin, particularly when prices cannot go up sufficiently to cover their additional costs.

Wages have gone up. Businessmen hear Government people and politicians give speeches on the dangers of inflation, but the rising minimum wage they sponsor is to many small businessmen a symbol of Government complicity in the inflationary spiral. Rising labor costs are inevitably altering the small business owner's perspective on hiring. Too many are deciding they just cannot afford new help for either expansion or for filling present job vacancies. And too frequently, the minimum wage has caused unemployment among those unskilled groups who are in greatest need of employment opportunities.

Other operating costs have gone up with wages. Inventories, raw materials, services, and even the equipment required to fill out the seemingly endless stream of Government forms are ever more expensive. Wage rates, operating costs, rising interest rates and taxes constitute a set of financial pressures that are a serious problem to the stability of the small business sector.

The small businessmen of Illinois have as many different complaints and suggestions as any group of concerned American citizens. But there was a common thread through all of their comments. They resent the pressures placed on them by the financial crisis this Nation faces. To the extent that this crisis is due to decisions made here in Washington, they resent the price they must pay for mistakes and poor judgments made by their elected officials. Their concern is sincere and I certainly agree with their legitimate right to expect Congress and the administration to demonstrate both fiscal responsibility and a greater sensitivity to the problems facing small businessmen.

LEGISLATIVE PROPOSAL: REVENUE SHARING WITH TOWNS AND CITIES

Mr. HARTKE. Mr. President, I will soon introduce legislation to strengthen

city and town government by means of a Federal revenue-sharing plan.

Too often today our cities lack the financial wherewithal to effectively grapple with the rising costs of established governmental programs and to mount new efforts to meet growing social needs. Cities and towns have long been forced to rely on State Governments and, more significantly, on the Federal Government for assistance—assistance that comes through a myriad of programs which are directed at specific needs and which carry with them specific requirements and controls.

I do not speak against the development of Federal grants-in-aid programs; indeed, I have supported them and shall continue to do so. But they are neither sufficient nor appropriate for meeting a host of urban needs which vary in complexity and character from city to city.

In order to maintain a healthy democracy and in order to effectively master many of the Nation's social challenges, we will do well to leave the broadest possible spectrum of decisionmaking and decision implementation in the hands of our local governments. But this is a sterile recommendation if we do not provide local governments with the means of generating income. Too often, the determination as to who will make decisions depends decisively upon who possesses the financial resources for implementing those decisions. Increasingly, that has come to be the Federal Government which in general has the most efficient and equitable means for collecting taxes.

Under my proposals—the details of which I am now working out—a percentage of Federal revenues would be earmarked for distribution directly to town and city governments for use in covering general operating expenses. Federal requirements and controls would be kept to a minimum.

I shall introduce specific legislative proposals to this effect in the immediate future.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Is there further morning business? If not, morning business is concluded.

PUBLIC WORKS APPROPRIATIONS, 1968, RIVERS AND HARBORS—FLOOD CONTROL AND MULTIPLE PURPOSE PROJECTS

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of the unfinished business.

The PRESIDING OFFICER. The bill will be stated by title for the information of the Senate.

The ASSISTANT LEGISLATIVE CLERK. A bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

The PRESIDING OFFICER. Is there any objection to the present consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

Mr. RANDOLPH obtained the floor.

Mr. MANSFIELD. Mr. President, will the Senator yield, without losing his right to the floor?

Mr. RANDOLPH. I yield.

Mr. MANSFIELD. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. RANDOLPH. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. RANDOLPH. Mr. President, I wish to cooperate with the distinguished senior Senator from Louisiana [Mr. ELLENDER], who has discussed with me an amendment he wishes to present to the pending bill.

Mr. ELLENDER. Mr. President, in the hearings held by the Public Works Committee, commencing at page 864, appears testimony by Hon. F. EDWARD HEBERT, myself, and others in respect to the Mississippi River-Gulf Outlet at Michoud.

At the time the testimony was given, the project had not cleared the budget. Since that time, this project has cleared the budget.

I send to the desk an amendment reading as follows:

On Page 3 after line 20 insert the following:

"Mississippi River-Gulf Outlet, Michoud Canal, La: Senate Document numbered—, 90th Congress, at an estimated cost of \$1,300,000;"

I ask that the amendment be agreed to at this time. The amendment is offered on behalf of myself and the junior Senator from Louisiana [Mr. LONG].

Mr. RANDOLPH. Mr. President, the Senators from Louisiana, [Mr. ELLENDER and Mr. LONG], have discussed this matter with me, and I have discussed it with members of the committee.

The statement made by the senior Senator from Louisiana presents the facts in connection with this project, although it is not actually contained in the proposed legislation. It has had the clearance of the Bureau of the Budget, as has been indicated.

Mr. President, at this point I wish to make mention of the fact that there will be certain projects that have been cleared by the Bureau of the Budget since the committee reported S. 3410, and which are not therefore included in the bill; and from time to time during the day we are going to give attention to those clearances which have been presented to the committee.

The amendment presented by the Senator from Louisiana does not have a document number, as is the case with several projects reported in the bill. However, as the documents are printed the numbers will be assigned by the House of Representatives, or at the latest in conference.

I am agreeable to accepting the amendment which has been presented.

I wish to say on behalf of myself and

the chairman of the Subcommittee on Flood Control—Rivers and Harbors, the Senator from Ohio [Mr. YOUNG], that this project has had the attention of the subcommittee and the full committee and we are happy at this time to support the amendment.

The PRESIDING OFFICER (Mr. HARRIS in the chair). The question is on agreeing to the amendment of the Senator from Louisiana [Mr. ELLENDER]. [Putting the question.]

The amendment was agreed to.

Mr. HOLLAND. Mr. President, will the Senator yield?

Mr. RANDOLPH. I yield to the distinguished Senator from Florida.

Mr. HOLLAND. Mr. President, I thank the Senator for yielding.

I recall there were two or three projects for Florida which had been approved by the Rivers and Harbors Board and the Chief of Engineers but were awaiting budget approval, and the committee was gracious enough to hold hearings on them. Since that time one of those projects has come to the committee with budget approval and that is the project for deepening Miami harbor, which I understand is at an estimated cost of \$6,476,000.

If it is appropriate at this time, I would like to offer an amendment for the inclusion of that project, already covered by the hearings and, as I say, now not only approved by the District Engineer, the Division Engineer, the Rivers and Harbors Board, but also bearing the approval of the Chief of Engineers, the Secretary of the Army, other interested agencies and the Bureau of the Budget.

Mr. RANDOLPH. The request of the Senator from Florida is in order.

Mr. President, at this point I ask unanimous consent to have printed in the RECORD our data sheet on the Miami Harbor. This material does not appear in the bill as reported.

There being no objection, the document was ordered to be printed in the RECORD, as follows:

MIAMI HARBOR, FLA.

Location: Miami Harbor is on the Atlantic coast of southern Florida.

Authority: Senate Public Works Committee Resolution adopted 18 August 1944.

Existing Project: The authorized Federal project consists of a 30-foot deep and 500-foot wide channel inland to the outer end of the north jetty; thence 400 feet wide across Biscayne Bay to a 1,700-foot diameter turning basin; a 30-foot deep turning basin at Fisher Island, about 900 x 1,900 feet; two entrance jetties; and connecting interior channels.

Navigation Problem: Fully loaded deep-draft cargo vessels and some cruise ships cannot use harbor due to insufficient depth. In the future, new and larger vessels will also find the channel inadequate.

Recommended Plan of Improvement: Deepening the existing 30-foot channels to 38 feet by 500 feet in the bar channel, widening the north side of the channel between jetties by 100 feet at 38 feet depth to beach line, hence 36 feet by 400 feet across Biscayne Bay to and including existing turning basin at Biscayne Boulevard terminal; deepening Fisher Island turning basin to 36 feet.

Estimated cost: (June 1966 price level)

Federal	\$6,476,000
Non-Federal	789,000
Total	7,265,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$265,400	\$41,200	\$306,600
Maintenance and operation.....	3,000		3,000
Total.....	268,600	41,200	309,600

(1) Includes \$9,100 economic costs of lands.

Annual benefits:

Transportation savings.....	\$391,200
Reduction of accidents.....	6,000
Land Enhancement	77,800
Total	475,000

Benefit-Cost Ratio: 1.5.

Location Cooperation: Provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project, including suitable areas for initial and subsequent disposal of spoil and necessary retaining dikes, bulkheads and embankments therefor, or the costs of such retaining works; provide and maintain at local expense adequate public terminal and transfer facilities including an oil terminal, open to all on equal terms, and depths in birthing areas and local access channels serving the terminals commensurate with the depth provided in the related project areas; hold and save the United States free from damages due to construction and maintenance of the project; accomplish without cost to the United States such utility and other relocations or alterations as necessary for project purposes; establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the waters of the channel and harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control; contribute in cash 8.2 percent of the construction cost, including engineering and design and supervision and administration thereof, of all work to be provided by the Corps of Engineers, a contribution now estimated at \$579,000, to be paid in a lump sum prior to start of construction, or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of Engineers, the final allocation of cost to be made after the actual costs have been determined. Local interests have indicated their willingness to furnish all items of local cooperation required.

Comments of the State and Federal Agencies:

Department of the Interior: Favorable.
Department of Health, Education, and Welfare: Favorable.
Department of Transportation: Favorable.
State of Florida: Favorable.
Comments of the Bureau of the Budget: No objection.

Mr. HOLLAND. Mr. President, I am very happy to have the data sheet printed in the RECORD. I thank the Senator.

Mr. RANDOLPH. Mr. President, I do know that the Senator from Florida has an intimate knowledge of the need for this project. I am very happy to have it included. I will be glad to hear any further comment the Senator wishes to make for the RECORD.

Mr. HOLLAND. I thank the Senator.

Mr. President, I ask that the amendment to which I have referred be stated at this time.

The PRESIDING OFFICER. The amendment will be stated.

The assistant legislative clerk read as follows:

On page 3, after line 9, insert the following:

"Miami Harbor, Florida: Senate Document Numbered —, Ninetieth Congress, at an estimated cost of \$6,476,000;"

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from Florida [Mr. HOLLAND]. [Putting the question.]

The amendment was agreed to.

Mr. HOLLAND. Mr. President, first I wish to thank the distinguished chairman and the committee. I think they were most considerate and yet reasonable in their position that they would permit us to testify on this project that passed the scrutiny of the engineers but on which action by the Bureau of the Budget was being awaited.

This one project is the only one I am in a position to offer at this time. I wish to thank the distinguished chairman, particularly, and the committee for including in the bill five projects which are of importance in our State.

On page 5 there are two projects, one for Brevard County, Fla., and one for Fort Pierce, Fla., for beach erosion. On page 20 of the bill there appears the project for beach erosion control and hurricane flood protection for Dade County, Fla.; and hurricane flood control protection on Hillsborough Bay, Fla. On page 36 there is included an additional money authorization for the central and southern Florida control programs, which is considered one of the basic flood control projects, and which, I understand, is being authorized for 1 additional year, as far as money needs are concerned.

Mr. RANDOLPH. The Senator is correct, as far as funding is concerned.

Mr. HOLLAND. I thank the Senator for his courtesy. The Senator has been most cooperative both during the hearings and at this time. I shall not take further time.

Mr. RANDOLPH. I appreciate the remarks of the Senator from Florida. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

The RANDOLPH. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. HOLLAND. Mr. President, will the Senator yield once more?

Mr. RANDOLPH. I yield.

Mr. HOLLAND. I note in the report of the committee, at the bottom of page 5, there is a discussion with reference to the eradication of water hyacinths, which states:

The committee is in complete accord with the position of the Corps of Engineers on this matter and can find no justification for modifying the authorized water-hyacinth control program at this time.

The testimony of the Corps of Engineers, which is also quoted on page 5 of the report states in part:

Accordingly, we endeavor to proceed with control operations on a basin-by-basin approach beginning insofar as practicable at the headwaters and working downstream to establish as fully controlled a condition as possible in order to obtain the greatest possible benefits over the longest period of time at the least cost.

If Florida interests desire that we proceed in a different manner such as leaving shoreline vegetation in place, it should be recognized that the costs of maintaining that degree of control would be exorbitant and result in making the program as a whole impracticable.

I understand that the committee has agreed with the position of the Corps of Engineers. My question is: I ask the distinguished chairman of the committee if, in light of the comments of the Chief of Engineers, whether there would be any objection to the "control" rather than the "eradication" of water hyacinths if the State is willing to pay the difference in cost involved and what would be the difference in cost as the Engineers state.

Mr. RANDOLPH. Yes. I shall respond to the question of the Senator from Florida by indicating that this problem is not new. It is a continuing one in Florida and certain other States. There has been a difference of opinion. It is said that we cannot control water hyacinths, so that therefore we can either let them grow or eradicate them. If, in the thinking of the Senator from Florida, as substantiated by the Corps of Engineers, there can be some measure of control, and that control would be a matter of funding from other than the Federal sector, then it is understandable that we shall make an effort to do it.

I do not know what the funds will amount to. I am sure that the Senator from Florida has no figure. It is restrictive, but I am willing to go forward with that sort of approach. It is innovative. That may be the answer. I shall be happy to accept it.

Mr. HOLLAND. I thank the distinguished Senator. The people of my State feel that it is wiser not to cut down all the vegetation along the shorelines but to leave some of it which is ornamental affords a measure of protection from erosion and desirable. They are prepared to meet the added cost which would be involved in adopting that practice rather than wiping out all vegetation along the margin. I understand now that the Senator feels that if Florida is willing to pay for the added cost, the committee is willing to go along.

Mr. RANDOLPH. The Senator is correct.

Mr. HOLLAND. I thank the distinguished Senator from West Virginia.

Mr. RANDOLPH. I appreciate the discussion of this subject in the Senate. It was given attention in the subcommittee and the committee.

Mr. NELSON. Mr. President, I call up my amendment at the desk and ask that its reading be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered; and the amendment will be printed in the RECORD at this point.

The amendment offered by Mr. NELSON is as follows:

On page 24, after line 6, insert the following:

"The project for flood protection of State Road and Ebner Coules, city of La Crosse and Shelby Township, Wisconsin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered —, Ninetieth Congress at an estimated cost of \$6,849,000;"

Mr. NELSON. Mr. President, this is an amendment for a project for flood protection of State Road and Ebner Coules, city of La Crosse and Shelby Township, Wis. The amendment would authorize substantially in accordance with the recommendations of the Chief of Engineers in House document numbered—and we do not have the number at this moment—90th Congress, an estimated cost of \$6,849,000.

The Corps of Engineers approved the project at the time the bill came before the Senate but we did not have budget approval. We now have that budget approval.

The amendment is discussed on page 542 of the public works hearings held on May 14, 15, 16, 21, 22, and 23, 1968. I understand that there is no objection to the amendment.

Mr. RANDOLPH. Mr. President, the State road and Ebner Coules project has fallen in the category already explained—where approval of the Bureau of the Budget had not been received while the projects were still before the committee and it was our decision to move the projects to the floor, if budget approval came to us in time, and have them considered in this Chamber.

Mr. President, I ask unanimous consent to have printed in the RECORD the data sheet on this project.

There being no objection, the data sheet was ordered to be printed in the RECORD, as follows:

STATE ROAD AND EBNER COULEES, WIS.

Location: In the City of La Crosse and adjoining Shelby Township, west central Wisconsin, with drainage into the Mississippi River.

Authority: Resolution adopted by the House Public Works Committee on 10 May 1962.

Existing Project: There are no existing projects in either basin.

Flood Problem: Potentially serious flood problems have existed only during the last several years as a result of the recent suburban development. It is estimated that a 25-year discharge frequency flood would cause \$1,452,000 damages in 1970.

Recommended Plan of Improvement: The project consists of about three miles of channel improvement and diversion works with associated structures, plus eight new street bridges, one new railroad bridge and modifications to another railroad bridge.

Estimated cost: (April 1966 price level)

Federal	\$6,849,000
Non-Federal	510,000
Total	7,359,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$287,900	\$21,500	\$309,400
Maintenance and operation		5,000	5,000
Total	298,900	26,500	314,400

Annual benefits:

Flood control.....	\$442,900
Advanced bridge replac.....	2,600
Total	445,500

Benefit-Cost Ratio: 1.4.

Local Cooperation: Provide all lands, easements, and rights-of-way; hold and save the United States free from damages due to construction; maintain and operate all works; accomplish all necessary relocations and alterations; prevent encroachment on the improved channels and diversion works; and in the event of future developments in the marsh beyond the downstream terminus of the Ebner Coulee diversion works, maintain a sufficient outlet through that area; provide guidance in use of flood plain management techniques; and inform affected interests that complete flood protection will not be provided. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal Agencies:

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Wisconsin: Favorable.

Comments of the Bureau of the Budget: No objection.

Mr. RANDOLPH. Mr. President, we have discussed this matter in committee and we are, of course, ready, in accordance with the decision made earlier in the committee, to accept the amendment.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from Wisconsin.

The amendment was agreed to.

Mr. JAVITS. Mr. President, I send an amendment to the desk and ask that it be stated.

The PRESIDING OFFICER. The amendment will be stated.

The assistant legislative clerk read, as follows:

On page 4, after line 2, insert the following: "Hamlin Beach State Park, New York; House Document Numbered —, Ninetieth Congress, at an estimated cost of \$500,000;"

Mr. JAVITS. Mr. President, the amendment would add authorization for a navigation and beach erosion project at Hamlin Beach State Park in New York State. It is my understanding that this amendment is not opposed by the chairman of the committee and will be accepted.

I ask unanimous consent that a copy of the justification of the project, as provided by the Corps of Engineers, together with a statement by Colonel Anderson, of the Corps of Engineers, be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

HAMLIN BEACH STATE PARK, N.Y.

Location.—On the south shore of Lake Ontario, about 20 miles northwest of Rochester, New York.

Authority.—House Public Works Committee Resolution approved 25 September 1945.

Existing project.—There is no existing navigation project in the area. A beach erosion project west of the area, has not been started.

Problem.—The fast increasing number of small recreational boats in the area make a small-boat harbor and harbor of refuge necessary. The nearest existing facilities are Rochester Harbor, 20 miles easterly and Oak

Orchard Harbor, 14 miles westerly. Braddock Bay Harbor, 12 miles east, is not suitable as a harbor of refuge.

Recommended plan of improvement.—An 8-foot protected entrance channel; a 6-foot dock channel and maneuvering area; a revetment along the lake to prevent scouring around the inshore ends of the breakwaters; and breakwater recreational fishing facilities.

Estimated cost (July 1967 price level)

Federal	\$500,000
Non-Federal	500,000
Total	1,000,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$21,400	\$21,000	\$42,400
Maintenance.....	4,500	500	5,000
Total.....	25,900	21,500	47,400

Annual benefits:

Recreational boating.....	\$63,900
Harbor of refuge.....	5,000
Breakwater fishing.....	43,000
Total	111,900

Benefit-Cost Ratio: 2.4.

Local Cooperation: Contribution in cash 50 percent of the construction costs of navigation and fishing facilities excluding navigation aids; provide all lands, easements and rights-of-way and provide areas for any spoil containment works; hold and save the United States free from damage due to construction, operation and maintenance of the project; regulate the use and growth of the harbor; provide and maintain adequate berthing area, mooring facilities, and service areas; establish and enforce regulations prohibiting pollution of the harbor; and bear all costs of maintenance, operation, and replacement of facilities, parking areas, and sanitary facilities for recreational fishing. Local interests are willing to provide the items of local cooperation.

Colonel ANDERSON. Mr. Chairman and members of the committee, this report concerns construction of a small-boat harbor at Hamlin Beach State Park on the south shore of Lake Ontario, about 20 miles northwest of Rochester, N.Y., in the interest of recreational navigation. It is in response to a resolution by the House Public Works Committee adopted September 25, 1945.

A small-boat harbor is needed to accommodate the increase in small-boat traffic. There are no navigation projects at the location. A beach erosion control project, west of the area, has not been started. The recommended project consists of an 8-foot protected entrance channel; a 6-foot dock channel and maneuvering area, a revetment along Lake Ontario, and breakwater recreational fishing facilities. Total estimated cost of the project is \$1,010,000 of which \$510,000 is Federal, including \$10,000 for aids to navigation. The benefit-cost ratio is 2.4. Local interests are willing to provide the items of cooperation.

The report has been submitted to the State of New York and the interested Federal agencies. Upon receipt of the comments, the report of the Chief of Engineers will be sent the Bureau of the Budget through the Secretary of the Army prior to its submission to Congress by the Secretary of the Army.

Mr. JAVITS. Mr. President, this project is favored by the State of New York. It deals with full development of recreational facilities at this particular park. The Bureau of the Budget has given its

approval, and I hope very much that the Senator in charge of the bill will feel it proper to accord it the same treatment which has been declared as the policy of the committee.

Mr. RANDOLPH. The Senator from New York is correct. I ask unanimous consent that the data sheet on this project be printed in the RECORD.

There being no objection, the data sheet was ordered to be printed in the RECORD, as follows:

HAMLIN BEACH STATE PARK, N.Y.

Location: On the south shore of Lake Ontario, about 20 miles northwest of Rochester, New York.

Authority: House Public Works Committee Resolution approved 25 September 1945.

Existing Project: There is no existing navigation project in the area. A beach erosion project west of the area has not been started.

Problem: The fast increasing number of small recreational boats in the area make a small-boat harbor and harbor of refuge necessary. The nearest existing facilities are Rochester Harbor, 20 miles easterly and Oak Orchard Harbor, 14 miles westerly. Braddock Bay Harbor, 12 miles east, is not suitable as a harbor of refuge.

Recommended Plan of Improvement: An 8-foot protected entrance channel; a 6-foot dock channel and maneuvering area; a revetment along the lake to prevent scouring around the inshore ends of the breakwaters; and breakwater recreational fishing facilities.

Estimated cost (July 1967 price level)

Federal	\$500,000
Non-Federal	500,000
Total	1,000,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$21,400	\$21,000	\$42,400
Maintenance.....	4,500	500	5,000
Total.....	25,900	21,500	47,400

Annual benefits:

Recreational boating.....	\$63,900
Harbor of refuge.....	5,000
Breakwater fishing.....	43,000
Total.....	111,900

Benefit-Cost Ratio: 2.4

Local Cooperation: Contribute in cash 50 percent of the construction costs of navigation and fishing facilities excluding navigation aids; provide all lands, easements and rights-of-way and provide areas for any spoil containment works; hold and save the United States free from damage due to construction, operation and maintenance of the project; regulate the use and growth of the harbor; provide and maintain adequate berthing area, mooring facilities, and service areas; establish and enforce regulations prohibiting pollution of the harbor; and bear all costs of maintenance, operation, and replacement of facilities, parking areas, and sanitary facilities for recreational fishing. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal Agencies:

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget: No objection.

Mr. RANDOLPH. The committee has several such projects. We felt that they were meritorious, but, as is our practice, we waited for approval by the Bureau of the Budget, as the Senator from New York said.

I am, of course, delighted to accept the amendment.

Mr. JAVITS. I thank the Senator from West Virginia.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from New York.

The amendment was agreed to.

Mr. JACKSON. Mr. President, on behalf of myself and my colleague [Mr. MAGNUSON], I send an amendment to the desk and ask that it be stated.

The PRESIDING OFFICER. The amendment will be stated.

The assistant legislative clerk read as follows:

On page 4, line 11, insert the following: "Snohomish River (Everett Harbor) Washington: House Document Numbered —, Ninetieth Congress, at an estimated cost of \$1,108,000;"

Mr. JACKSON. Mr. President, the amendment pending at the desk involves a project, the study of which was authorized by Committee Resolution 64. Hearings were held last month on the Corps of Engineers' proposal. My colleague, Mr. MAGNUSON, and I requested that no further action be taken until a minor inconsistency with the State's recommendation could be ironed out. That has now been done and local, State, and Federal recommendations are uniform and favorable to the project as planned by the Corps of Engineers.

It has Bureau of the Budget clearance, in addition.

Mr. President, I compliment the able and distinguished Senator from West Virginia, the chairman of the committee, for his very fine presentation of S. 3710, rivers and harbors flood control bill. Legislation of this kind is essential if our water resources are to be developed properly.

The plan of improvement provides for the raising and extension of the existing training dike, and construction of a planked timber-pile breakwater on the western and southern sides of the small-boat basin. A very high benefit-cost ratio of 4.8 is forecast for the project on an average annual basis.

It is my understanding that the able Senator from West Virginia has no objection to accepting this amendment.

Mr. RANDOLPH. Mr. President, the Senator from Washington is correct. The project, of course, meets the criteria. It had previously not been cleared by the Bureau of the Budget. We arranged, as with other projects, as the Senator from Ohio [Mr. YOUNG], chairman of the Subcommittee on Rivers and Harbors, knows, to take these projects when they receive the approval of the Bureau of the Budget.

Mr. President, I ask unanimous consent to have printed in the RECORD the data sheet on this project.

There being no objection, the data sheet was ordered to be printed in the RECORD, as follows:

SNOHOMISH RIVER (EVERETT HARBOR), WASH.

Location: Everett Harbor is located in western Washington, about 30 miles north of Seattle, where the Snohomish River discharges into Puget Sound.

Authority: Resolutions of the Committees on Public Works of the House of Representatives and Senate, adopted 14 and 28 April 1964, respectively.

Existing Project: The existing Federal project provides for a training dike to channel river flows through the harbor, spurs dikes, settling basins for controlling sediment deposition, and connecting channels of varying depths from deep water in Port Gardner Bay to the head of Steamboat Slough.

Navigation Problem: Storm generated waves pass over the deteriorated training dike causing turbulence which disrupts navigation, menaces log raft storage areas in the harbor and damages moored vessels.

Recommended Plan of Improvement: The plan of improvement provides for the raising and extension of the existing training dike, and construction of a planked timber-pile breakwater on the western and southern sides of the small-boat basin.

Estimated cost (April 1967 price base)

Federal	\$1, 108, 000
Non-Federal	332, 000
Total	1, 440, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$44, 400	\$13, 300	\$51, 700
Maintenance, operation, and rehabilitation	20, 400	0	20, 400
Maintenance navigation aids	700	0	700
Total	65, 500	13, 300	78, 800

Annual benefits:

General navigation	\$195, 900
Recreational boating	184, 900
Total	380, 800

Benefit-Cost Ratio: 4.8.

Local Cooperation: Provide all necessary lands, easements, and rights-of-way; hold and save the United States free from damages due to the recommended improvements; provide and maintain all necessary terminal and allied facilities; accomplish without cost to the United States all necessary utility or other relocations and alterations; establish regulations prohibiting pollution of the harbor by users thereof; contribute in cash prior to the start of construction, 9.6 percent of the cost of the proposed work on the training dike, an amount presently estimated at \$85,000, and 44.5 percent of the cost of the boat basin breakwater, an amount presently estimated at \$246,000. Local interests have indicated willingness to comply with requirements of local cooperation.

Comments of the State and Federal Agencies:

Department of Interior: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Washington: Favorable.

Comments of the Bureau of the Budget: No objection.

Mr. RANDOLPH. Mr. President, we are prepared to accept the amendment.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from Washington.

The amendment was agreed to.

Mr. RANDOLPH. Mr. President, we had 17 days of hearings on the bill which

is presented today from the Committee on Public Works. This measure, S. 3710, was the subject of detailed and extensive hearings. Our colleague who chairs the Subcommittee on Flood Control—Rivers and Harbors, and who conducted those hearings was the distinguished Senator from Ohio [Mr. YOUNG]. I am going to ask him at this time to make whatever statement he wishes to make in connection with the hearings which he conducted.

The PRESIDING OFFICER. The Senator from Ohio.

Mr. YOUNG of Ohio. Mr. President, I am pleased to join with the distinguished chairman of the Committee on Public Works, the Senator from West Virginia [Mr. RANDOLPH], in bringing to the floor for consideration the omnibus rivers and harbors bill of 1968.

The Subcommittee on Flood Control—Rivers and Harbors, of which I have the honor to be chairman, held long and searching hearings on various matters relating to water resources development. We took the public hearings last fall. Those hearings continued until May of this year. Each member of the subcommittee and of the Public Works Committee has developed the voluminous record compiled by the subcommittee on this subject.

We heard testimony on more than 120 projects and other items that had been favorably recommended by the Chief of the Engineers Corps and upon which committee consideration was requested by Senators or by constituents of various Senators.

Approximately 250 witnesses appeared before the subcommittee and presented details on various projects for consideration by the subcommittee.

At this time I desire to thank all the members of the subcommittee, who, even though they had very busy schedules, devoted a great deal of time to the consideration of these important matters. Their attendance at, and participation in, the many sessions of the subcommittee enabled us to bring this legislation before the Senate for consideration.

I concur in the recommendation of the chairman of the Committee on Public Works [Mr. RANDOLPH], that the Senate adopt this measure. However, I should like to stress the importance of this legislative proposal to the economic well-being of the Nation. In that respect I want to assure my colleagues that this bill does not appropriate 1 cent of taxpayers' money at this time. Therefore, passage of this bill today will not affect the present fiscal situation of the United States. However, those projects which are needed for prevention of floods, development of navigation, water supplies for our cities and towns, and for many, many other beneficial water resources purposes, including recreation, will, when the Congress approves this legislation, be placed in a ready position to be developed as rapidly as the economic and fiscal situation of the Nation allows.

I would like to invite the attention of Senators to the report that has been filed on this proposed legislation. It contains a full explanation of each and every project and item that is in the bill.

As can be seen, all the projects included in the bill were favorably recommended by the Chief of Engineers, cleared by the Federal and State agencies, including the Bureau of the Budget and carefully considered by the members of the Subcommittee on Flood Control, Rivers and Harbors, of which I have the honor to be chairman. This report completely supports the recommendation of the committee that the bill, S. 3710, be passed by the Senate. I wholeheartedly recommend that that action be taken.

Mr. LAUSCHE. Mr. President, will the Senator yield?

Mr. YOUNG of Ohio. I yield.

Mr. LAUSCHE. I heard the Senator from Ohio state that this bill does not appropriate any moneys of any character whatsoever for the financing of the projects mentioned in the bill. That is, it is an authorization bill. The moneys to finance the projects will have to be appropriated under a separate bill.

Mr. YOUNG of Ohio. After full consideration; yes. I am glad the senior Senator from Ohio brought that matter up. He is absolutely correct in his assumption.

Mr. LAUSCHE. And when the appropriation bill comes before the Senate, I assume the report will contain the projects recommended and approved by the Budget.

Mr. YOUNG of Ohio. We hope and believe that that will be the case.

Mr. LAUSCHE. In the report accompanying this authorization bill, there is no indication of what the administration has recommended for authorization. Am I correct in that?

Mr. YOUNG of Ohio. The Senator is correct in his assumption; but the fact is, that the administration has approved each of the projects set forth in the bill.

Mr. LAUSCHE. For authorization?

Mr. YOUNG of Ohio. That is correct.

Mr. LAUSCHE. Then the administration, through the Bureau of the Budget, will indicate what projects it wants financed now, in this period of fiscal stringency?

Mr. YOUNG of Ohio. Yes; if any, at the present time.

Mr. LAUSCHE. I observe that there is included in the authorizations the project known as the Licking River Basin project of Ohio. Is that right?

Mr. YOUNG of Ohio. That is correct.

Mr. LAUSCHE. That Licking River Basin is the one in which the Dillon Dam is located, which was completed but has been found to be inadequate to control floods.

Mr. YOUNG of Ohio. Yes. The Senator from Ohio is correct in that statement. It is completed at present, but it is inadequate.

Mr. LAUSCHE. I thank the Senator very much.

Mr. RANDOLPH. Mr. President, I desire at this point in the debate to commend, as I have on an earlier occasion during our discussion, the work of the Senator from Ohio [Mr. Young], and, of course, to include the members of the subcommittee and the members of our parent committee in connection with the very careful consideration of the pending legislation.

The Senator from Ohio has stated that this is important legislation. It is very important legislation. Sometimes what we consider to be very important legislation is perhaps not always given the attention which we think it should have by those who report to the American people through our media of communications, but that is a matter, of course, of disagreement.

The Members of this body well know my position and feelings concerning water resource developments.

I have often heard it said, by persons who are not informed on the subject, or speak strictly for the benefit of seeking headlines, that the projects we are discussing today are "pork barrel." That they represent a so-called raid on the public Treasury.

I resist these statements and accusations. I feel it is my duty and obligation to the Members of this body, the Congress, and the people of the Nation who send us here, to set the record straight.

I like to think of these improvements as an investment in America; as money well spent for the protection of the lives and property of citizens located in flood-ravaged areas; as a savings to the consumer of goods due to the lowering of shipping costs because Congress has the wisdom to authorize the deepening and widening of these important waterways; as an adjunct to the water supply program, to assist the various cities and towns in obtaining additional supplies of fresh water for domestic and industrial use. The supply of water for this purpose is needed to meet the demands of our growing cities. Yes, it could be said that this water is needed for survival, to protect and insure our very existence on this earth. For without this precious God-given element, which we will need in ever-increasing abundance in the future, man stands little chance of developing and improving the other necessities of life.

It has been said, in a derogatory manner, that the Corps of Engineers, the Federal agency which Congress has designated as the "architect," and "contractor" to carry out these public programs, is an agency rife with "opportunists" seeking to perpetuate their own empire.

I would like to say to my colleagues here today that I know of no organization in the Federal Establishment for whom I have a higher regard than the Corps of Engineers.

"Opportunists," yes. If designing projects in the most efficient manner possible; finding new ways to develop and improve engineering concepts, and maintaining and operating the many civil and military projects throughout the Nation; if performing these many useful and needed tasks makes them opportunists, then I wholeheartedly condone the use of such a reference.

At this point, Mr. President, I would like to publicly commend the civilian and military employees of the Corps of Engineers. They are dedicated public servants and deserving of our thanks and praise for their many accomplishments in the science of engineering.

Mr. President, if I may, I would like to dwell for a moment on the accomplishments of the civil works program of the Corps of Engineers.

The program which the Corps of Engineers conducts for the Federal Government is aimed at satisfaction of the immediate and long-range water resources development needs of the Nation. These needs include navigation, beach erosion control, flood control, hydroelectric power, water supply, water quality, recreation, and conservation of fish and wildlife. The current total estimated cost of the program is about \$30 billion, of which about \$16 billion has been expended. The present level of the program is in the neighborhood of \$1.2 billion a year.

Some 22,000 miles of waterways have been constructed and carry approximately one-sixth of the ton-mileage of the Nation's intercity freight. In addition to 500 commercial harbors, 250 small boat harbors have been provided primarily for recreational use.

More than 300 reservoirs provide about 112 million acre-feet of storage for impoundment of flood waters. Some 600 local protection projects include approximately 10,000 miles of levees and floodwalls and 8,000 miles of improved channel. A recent study showed that an actual investment of \$4.5 billion had already saved \$14.6 billion in flood losses.

Controlled releases of impounded floodflows meet conservation needs. A dependable flow of more than 3 billion gallons a day from 38 corps reservoirs supplements water supplies for more than 2 million people in some 88 cities, towns, and rural areas. Much more water supply storage as well as storage for water quality control will be available in reservoirs now under construction.

Some 45 multiple-purpose projects have a total installed hydropower generating capacity of about 9.5 million kilowatts. Total ultimate capacity of the 71 projects completed or under construction will be nearly 21 million kilowatts.

The 4 million acres of water surface and 38,000 miles of shoreline at corps reservoirs attracted an attendance in excess of 190 million visitor-days in 1966. At least a similar number made recreational use of waterways and harbors.

The latest addition to the list of corps projects is the J. Percy Priest Dam and Reservoir near Nashville, Tenn., which was dedicated by the President a few days ago. Because of it, thousands of acres along the Cumberland River will now be free from floods, the power resources of the area will be enhanced, and recreational facilities will attract millions of visitors each year.

The canalization of the Ohio River offers a dramatic illustration of the contribution of waterway development to economic and industrial growth. When the original system was completed in 1922, the river was carrying 6 million tons of cargo annually. By 1929 traffic had increased to 24 million tons. Although the system was expected to meet foreseeable requirements, the impetus given to commercial and industrial expansion in the Ohio Valley was so great that in less than 20 years it became apparent that a modernization program would be necessary. At that time traffic

was in excess of 34 million tons, and modern tows had to be broken up in order to pass through each of the 46 locks.

By 1955, when construction was started on the first of the new and larger replacement structures, traffic had risen to 71 million tons. And by 1963, with only three of the 17 proposed new locks in operation, annual tonnage had increased to more than 88 million. Of even greater significance, however, is the fact that since World War II, more than \$21 billion worth of new industrial development has taken place in the counties along the Ohio River and its navigable tributaries.

A success story of similar proportions has emerged in the Pacific Northwest—the great region which Daniel Webster once referred to as “this vast worthless area—this region of savages and wild beasts, of deserts of shifting sands and whirlwinds of dust, of cactus and prairie dogs.” The multipurpose development of the Columbia River providing abundant cheap electric power has, within the past 25 years, transformed much of the Pacific Northwest from a region largely dependent on farming, mining, lumber, and fishing into a major center for the production of aluminum and aircraft.

Thus we see the reciprocal interaction between new technologies, new social and economic needs, and new uses for stream development. In the past, our national interest in water resources was concentrated on navigation, irrigation, winning the West, and lessening the impact of natural disasters. Today, our concern is widening to include the effort to provide a greater share of the national growth for the lesser developed regions, to assure the protection and enhancement of the quality of our physical environment, and to provide opportunity for our citizens to enjoy the physical and spiritual enjoyment of the natural environment.

Mr. President, these are impressive accomplishments and I am proud to be chairman of a committee that has been instrumental in recommending to Congress authorization of the projects and plans that have made this outstanding record possible.

Mr. President, turning to the legislation before us, I will briefly describe its various provisions:

Section 101 of title I deals with the approval of 19 navigation projects and one beach erosion control project at a total estimated Federal cost of \$570 million.

Section 203 of title II authorizes the construction of 38 flood control, hurricane, and multiple-purpose projects at a total estimated cost of about \$1.1 billion.

Title III of this bill authorizes the sum of \$469 million to be appropriated for the continuation of work on projects previously approved by the Congress. This, I believe the Members of the Senate know as the “river basin authorization account.” These are not new projects, but projects that have been approved in prior Congresses for which full authorization was not provided at the time of authorization.

The total authorization contained in these titles amounts to \$2.1 billion.

Other items contained in this measure, which I will briefly describe since all are fully explained in the report accompanying the bill, include the following:

Section 102 modifies the Fort Pierce, Fla., beach erosion project to permit the Corps of Engineers to construct the project in lieu of local interests. This procedure results in no increased costs to the Federal Government and is agreeable to the committee.

Section 103 permits the town of Marmet, W. Va., to use certain land previously conveyed to that city by the Federal Government, with consideration, for construction of a firehouse. The language in the original bill allowed the land to be used for “park and municipal purposes.” Since the town was not sure whether “municipal use” could be interpreted as permitting construction of a firehouse, it has requested classification of the original act.

Section 104 authorizes the conveyance of certain land at locks and dams Nos. 16, 19, 20, and 21 on the West Virginia side of the Ohio River to be conveyed to the State of West Virginia for park purposes at 50 percent of the fair market value, at such time as the land becomes excess to the needs of the Department of the Army.

Section 105 is a similar section and conveys surplus land to the city of Buffalo, N.Y. However, the United States retains the privilege of using these underwater lands for spoil disposal areas in connection with authorized dredging operations in the area.

Section 106 authorizes the Chief of Engineers to make a comprehensive investigation of the United States and Great Lakes shorelines in the interest of beach erosion control. This is a most urgent matter since our coastal shores and beaches are receding at an alarming rate.

Section 107 relates to the alteration of obstruction highway bridges along the Illinois Waterway. These bridges must be modified before the waterway can be widened to its authorized dimensions.

Section 108 deauthorizes the Steele Bayou navigation project and declares the stream to be nonnavigable to permit local interests to develop the water resources of this stream.

Section 109 grants the Chief of Engineers additional time in which to submit to Congress a codification of all existing river and harbor laws.

Section 110 authorizes the Corps of Engineers to review the cost-sharing provisions with regard to the Ouachita River navigation project and reports his findings to Congress. The committee has received a request by certain interests in Arkansas to modify the conditions of local cooperation for this project in view of their financial inability to meet the authorized requirements. The committee will study this matter more fully at such time as it receives the report of the Chief of Engineers.

Section 111 adopts a general policy relating to the collection and removal of drift and debris for the Nation's federally authorized harbors. This item pro-

vides for a diversion of responsibility between local interests and the Federal Government and the committee feels that such a program will result in safer, cleaner, and more attractive harbors.

Title II of this measure concerns itself with flood control and multiple-purpose projects. Section 203 authorizes 38 projects in this category at an estimated cost of \$1.1 billion.

These projects, together with those approved in title I, are located in 33 States throughout the Nation.

Section 204 authorizes the Chief of Engineers, in cooperation with the U.S. Office of Education, to provide school facilities for the education of dependents engaged in the construction of the Dworshak Dam in Idaho. The school facilities in the Orofino, Idaho, Joint School District have become greatly overtaxed due to the influx of workers connected with this project. The Office of Education is without funds to cope with the situation; therefore, the committee feels that the action proposed in the bill is more urgently needed and justified.

Section 205 and 206 provide for reauthorization and the Weber River, Utah and Pecos River, Carlsbad, N. Mex., flood control projects. These projects were automatically deauthorized when local interests failed to meet the requirements of local cooperation. These communities are in need of flood protection and feel they can now meet the necessary local cooperation requirements.

Section 207 amends the Gila River flood control project, downstream from Painted Rock Dam, Ariz. This project has been inactive due to the inability of local interests to provide the necessary lands for the channel improvement. However, good quality water is needed for transportation to Mexico in accordance with our 1965 agreement with Mexico, which guarantees a specified amount of water to be made available to our good neighbor nation, south of the border. The item in the bill reduces the amount of local cooperation required of interests in the Gila River Basin by the amount of the benefit received from the transportation of water to Mexico to meet our obligations under the terms of the 1965 international agreement.

Section 208 will permit the Secretary of the Army to acquire land for resettlement purposes in connection with Federal flood control and multiple-purpose projects when the affected State is unable to obtain such land on its own initiative. The Federal Government will act only as an agent to the State and only at its request and entirely at State expense, with no cost to the Federal Government.

Section 209 exempts the power program of the Tennessee Valley Authority which is funded entirely out of non-appropriated revenues, from the provisions of the recently enacted Revenue and Expenditure Control Act of 1968. Since TVA finances its own power program out of the sale of revenue bonds and notes, the committee feels it is inappropriate to subject that agency to the restrictions of that act.

Title III provides for an increase in monetary authorization to provide for the appropriation of funds to prosecute

various flood control and multiple-purpose projects previously approved by the Congress. The committee has limited the amount of authorization to be made available by this title to \$469 million to cover projects which are currently scheduled to be prosecuted during calendar year 1969. Inasmuch as only 1 year's authorization is being made available at this time, consideration will be given during the first session of the 91st Congress to further increases for the approved comprehensive river basin plans.

That, Mr. President, is a brief summary of the bill. Complete details are of course available in the committee report.

Mr. President, in closing I would like to extend my thanks to the distinguished chairman of the Subcommittee on Flood Control Rivers and Harbors. Senator YOUNG of Ohio, the ranking minority member of the committee, my good friend and colleague from Kentucky, Senator COOPER, as well as all the other members of our fine committee and the staff who have worked long and diligently to bring this legislation to the floor.

I also want to thank Gen. Charles Noble, the Director of Civil Works and his assistants, both military and civilian, for the long hours they spent in preparing and presenting the details on the various projects considered by the committee. In particular, I would like to mention that Mr. John Anderson and Mr. Marine Garrison of the Office, Chief of Engineers were of invaluable assistance to the committee during the consideration and preparation of the omnibus rivers and harbors bill.

Mr. President, I join my colleagues on the committee in recommending the passage of this important legislation.

Mr. President, as I pointed out in the Senate yesterday, during my presentation to the Senate of the Federal Highway Act of 1968, the distinguished senior Senator from Kentucky [Mr. COOPER] is unavoidably absent from the Senate at this time. Senator COOPER is the ranking minority member of the Subcommittee on Flood Control, Rivers and Harbors, and of the full Senate Committee on Public Works. He is attentive to all the matters that come before the committee, and his experience and insight is always helpful. His knowledge of both the highway and the civil works programs is deep and broad, and we miss him.

I ask unanimous consent, Mr. President, that a statement by Senator COOPER be included at this point in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

STATEMENT BY SENATOR COOPER ON S. 3710—
PUBLIC WORKS AUTHORIZATIONS, 1968

The bill before the Senate, known generally as the omnibus Rivers and Harbors-Flood Control or biennial public works authorization bill, authorizes a number of rivers and harbors navigation and flood control projects, and would also extend the authorization for the river basin plans. In effect, it makes eligible for appropriations for planning, and later for the initiation of construction, these projects which have been developed by the U.S. Corps of Engineers of the Department of the Army and which, after local hearings, have been approved by the States, by the Board of Engineers for Rivers and Harbors, by all affected Federal

agencies, and by the Chief of Engineers and the Secretary of the Army.

The Subcommittee on Flood Control—Rivers and Harbors, on which I serve, held more than twelve days of hearings on these projects. While I could not hear all the testimony, because of meetings of the Foreign Relations and other Committees on which I also serve, I did review the facts on all the projects included in the Committee bill before it was approved by our Committees. I determined, also, that all the projects had been approved by the Secretary of the Army, and that submission to the Congress of the reports on these projects had been approved by the Bureau of the Budget.

Two of the projects which would be authorized by the bill are located in Kentucky. The first is the local flood protection project for Southwestern Jefferson County, which appears on page 24 of the Senate bill and is described on page 103 of the Committee report. The Louisville and Jefferson County River Port Authority has given testimony before the Appropriations subcommittees of the Senate and the House, as well as the Public Works Committees, and I know that the project is needed and would be helpful.

Second, I support and strongly urge the authorization of Devils Jump Dam and Reservoir on the South Fork of the Cumberland River. The project is on page 25 of the bills and is described on page 57 of the Committee report. The site of Devils Jump Dam is in McCreary County, Kentucky about 48 miles above the confluence of the Big South Fork and the Cumberland Rivers at Burnside, Kentucky. The main area of the reservoir would be situated in Tennessee, but part is in Kentucky. I will not present at this time details of the project, for which I have worked for years, and which is strongly supported by officials, organizations, and hundreds of citizens in the area.

I do point out, however, that the Devils Jump project was approved by the Corps of Engineers and by every interested agency of the Federal Government after thorough study. It has been approved by three Administrations—those of President Eisenhower, President Kennedy and President Johnson. It has the approval of the States of Kentucky and Tennessee. And, it has been approved on four previous occasions by the Senate Committee on Public Works and the Senate itself—in the Public Works authorization bills of 1962, 1963, 1965 and 1966.

I have lived in this area all my life, as has my family for 170 years. I know the people. I am interested in them—and I know that this project would be of great help.

I am glad that the Senate Committee on Public Works has again approved authorization of the Devils Jump Dam and Reservoir project, and I hope very much that this year it will be approved also by the House Committee on Public Works and the House of Representatives.

Mr. MILLER. Mr. President, I send to the desk an amendment and ask that it be read.

The PRESIDING OFFICER. The amendment will be stated.

The ASSISTANT LEGISLATIVE CLERK. The Senator from Iowa [Mr. MILLER] proposes an amendment, as follows:

Strike all after the colon on line 24, page 25, down through line 8 on page 26 and insert in lieu thereof the following: "Provided, That, with respect to that portion of the project above Sioux City, Iowa, approved in accordance with House Document Numbered 199, Eighty-eighth Congress, in the Flood Control Act of 1965 (Public Law 89-298), there shall be mutual agreement between the States of Iowa and South Dakota on a flood control plan and a plan for mitigation of fish and wildlife losses with respect to said portion within three months following completion of the reservoir study for the

upper basin of the Big Sioux River and the Rock River now underway and receipt of copies of said report by the Governors of the States of Iowa and South Dakota; and *Provided further*, That is said mutual agreement is not reached within said time, approval of said flood control plan and plan for mitigation of fish and wildlife losses shall be made by a committee consisting of one representative each appointed by the Chief of Engineers, the Secretary of Interior, and the Secretary of Agriculture."

Mr. MILLER. Mr. President, the proviso in the bill which would be replaced by the language in my amendment would, in effect, require the State of Iowa to agree to a flood control plan from Sioux City to Akron, Iowa—a stretch of some 35 miles—within 1 year, or my hometown of Sioux City will suffer the loss of the 5.5-mile flood control project relating to the stretch of the Big Sioux River from its mouth to the northern limits of Sioux City.

This 5.5-mile flood control project is urgently needed to prevent flood damages of hundreds of thousands of dollars, suffered as recently as 1959, 1964, and 1965, and to the extent of \$2.3 million in 1960.

I might point out that in 1965, one of the interstate bridges between Sioux City and South Dakota was destroyed by a flood. The project now in the bill would prevent a repetition of that catastrophe.

I point out, furthermore, that this project is approved by the Corps of Engineers, and is in the budget.

Under the 1965 act, the 35-mile project will not move forward until there has been mutual agreement by the States of Iowa and South Dakota with respect to the flood control plan for this area and a plan for mitigation of damage to fish and wildlife. The position of the Governor of my State is that a flood control plan which the State of South Dakota favors is not acceptable; further, that it would be premature to reach an agreement until after the Corps of Engineers completes its ongoing study of the feasibility of a system of reservoirs on the upper reaches of the Big Sioux River and the Rock River—a major tributary in my State—which study was requested by a 1963 resolution of the Senate Public Works Committee. The target date for completion of the study is May 1969, according to the division engineer. The Governor of Iowa believes that the reservoir approach could reduce the cost of channelization for flood control on the Sioux City to Akron stretch of the river and, by holding back much of the water, would permit flood control to be attained without undue damage to fish and wildlife in this stretch of the river.

I might point out that the Governor of Iowa has sent a telegram to the distinguished chairman of the Committee on Public Works, advising that the Iowa Conservation Commission continues to be willing to meet with South Dakota and the Corps of Engineers at any time and any place, to consider any new proposals devised to solve this problem. I ask unanimous consent that his telegram be printed in the RECORD.

There being no objection, the telegram was ordered to be printed in the RECORD, as follows:

Senator JENNINGS RANDOLPH,
Chairman, Senate Public Works Committee,
New Senate Office Building, Washington,
D.C.:

Regarding the Big Sioux River Iowa and South Dakota Project recommended for inclusion in the Omnibus Rivers and Harbors Bill of 1968 now being drafted by the Senate Public Works Committee, I want to reiterate my support for funding of the 5.5-mile segment running through the City of Sioux City, Iowa, and my opposition to any further channelization of the upper reaches of the Big Sioux River from Sioux City to Akron until mutual agreement can be reached between South Dakota, Iowa and the Corps of Engineers on containing the flood problem in that area. The Iowa Conservation Commission continues to be willing to meet with South Dakota and the Corps of Engineers at any time in any place to consider any new proposals devised to solve this problem.

HAROLD E. HUGHES,
Governor of Iowa.

Mr. MILLER. Mr. President, I also ask unanimous consent that there be printed in the RECORD designated portions of a plan of survey of the Corps of Engineers, dated August 1965, covering the program for the reservoir study now underway.

There being no objection, the excerpt from the plan of survey was ordered to be printed in the RECORD, as follows:

PLAN OF SURVEY: UPPER BIG SIOUX RIVER AND TRIBUTARIES, SOUTH DAKOTA, IOWA, AND MINNESOTA

(By the U.S. Army Engineer District, Omaha, Corps of Engineers, Omaha, Nebr., August 1965)

1. Authority: Authority for the report and investigation is contained in resolutions adopted 1 August 1963 and 8 May 1964, by the Committees on Public Works of the United States Senate and House of Representatives, respectively. The Senate Resolution was adopted at the requests of South Dakota Senators Karl Mundt and George McGovern; the House Resolution at the request of Representatives Ben Reifel, South Dakota, and Charles B. Hoeven, Iowa.

2. Existing Conditions: No coordinated attempt has been made to develop the land and water resources of the upper Big Sioux River Basin. There are no Federal irrigation, navigation, or recreational developments. The Corps of Engineers has completed local flood protection projects on the Big Sioux River at Sioux Falls, South Dakota, and on Dry Creek at Hawarden, Iowa. It has developed a potential Section 205 local protection project for Trent, South Dakota, and has recommended improvement of the existing channel of the Big Sioux River from the mouth to two miles above Akron for flood control. The Soil Conservation Service has installed several small flood-detention basins throughout the uplands of the basin downstream from Sioux Falls as a part of its watershed treatment program. It has plans for similar installations in several other subwatersheds of the basin. A number of the larger lakes in the upper basin, notably Lakes Kampeska, Pelican, Poinsett, Hendricks, Preston, Norden, Thompson, Campbell, Herman, Madison and Brandt, have been extensively developed for recreation and have important fish and wildlife values. The South Dakota Department of Game, Fish and Parks has constructed small impoundments on the lower reaches of Split Rock and Nine Mile Creeks for recreation and fish and wildlife purposes. It also has constructed facilities for diverting Big Sioux River water into Lakes Kampeska, Pelican, and Poinsett, in an effort to maintain high water surface levels in these lakes.

3. Relatively small portions of Watertown, Flandreau, Trent, Dell Rapids, Renner, Sioux Falls, North Sioux City, all in South

Dakota, and Sioux City, Iowa, are subject to occasional shallow flooding from the Big Sioux River. Nuisance flooding has occurred in Madison, South Dakota, on two occasions from occurrence of extreme floods on North Creek. The park area at Luverne, Minnesota, and a small residential area on the edge of Rock Valley, Iowa, are subject to flooding from large floods in the Rock River.

4. Practically all of the bottom lands adjacent to the Big Sioux River and its tributaries are subject to frequent flooding. Areas inundated and total damages sustained throughout the basin as a result of occurrences of recent floods are approximately as follows:

Flood	Total flood area (acres)	Total flood damages
March-April 1951	73,400	\$2,225,000
March-April 1952	99,000	4,500,000
June 1953	29,200	967,000
June 1954	34,700	1,193,000
June 1957	62,000	4,000,000
June 1959	5,600	228,000
March-April 1960	85,700	2,307,000
April 1964	38,800	553,000

5. Stream bank erosion is not severe and, generally, is active only during flood periods. There is little evidence of gully erosion except in the loess-covered area in the lower extremities of the basin, and sheet erosion generally does not appear to be severe. Annual rainfall throughout the basin is generally sufficient for successful agriculture, hence irrigation is not practiced to any large extent and there is no apparent demand for it. However, pump irrigation from wells is resorted to in some areas to supply supplemental water to croplands during prolonged dry spells.

6. The city of Watertown uses Lake Kampeska water to supplement well sources of water supply. The Pathfinder Atomic Power Plant uses Big Sioux water for a portion of its supply. All other urban water supplies are obtained from an underground aquifer which exists throughout most of the basin. This aquifer is capable of supplying adequate amounts of satisfactory water to smaller communities for the present and foreseeable future. However, the cities of Sioux Falls, Canton, Beresford, Dell Rapids, and Lake Preston have, or may soon have, water quantity problems. The water supplies of 22 urban areas contain excessive amounts of mineral salts, and are in need of supplemental water for dilution.

7. State Health Departments have, for a number of years, actively prosecuted a program for treatment of sewage and most urban areas are presently served by wastewater treatment plants. Only one town presently discharges raw, untreated sewage to the Big Sioux River. Discharge of sewage effluent from the treatment plants creates pollution problems on the Big Sioux River and its tributaries during critical low flow periods, during which additional water for dilution would be desirable. The pollution problem is most severe on the Big Sioux River downstream from Sioux Falls.

8. Sedimentation is not generally severe throughout the basin. However, it appears that diversion of Big Sioux River floodwater into several lakes in the upper basin has created problems of this nature, especially in Lakes Kampeska and Pelican, near Watertown. Water shortages plague most of the lakes throughout the basin during late summer months of dry years.

9. Desires of Local Interests: Local interests desire development of multiple-purpose storage reservoirs on the Big Sioux River and the tributaries for control of floods, with conservation storage for recreation, fish, wildlife, urban water supply, irrigation, replenishment of underground water, regulation of stream flow, pollution and water

quality control, erosion and sediment control, and other purposes. They particularly desire development of projects of this type in the Klondike to Hudson reach of the Big Sioux River, in the lower Rock River Basin, and on Skunk Creek west of Sioux Falls. Local interests also desire studies of the sedimentation, water supply, recreation, fish and wildlife and water quality problems of the lakes in the basin, and development of practicable and feasible measures for control. Local Interests are strongly opposed to any extensive channel straightening or clearance of wooded areas which would result in loss to local fish and wildlife habitat and recreation values.

10. Objectives of the Investigation: The immediate needs of the basin are control of the flood problems, provision of supplemental water supply for Sioux Falls, control of water supply and sediment problems of the lakes in the basin, and preservation and enhancement of local fish and wildlife and water-centered recreational facilities. Long range needs include surface runoff and erosion control and land treatment in the upland areas, replenishment of underground water, and storage of excess surface waters for possible irrigation, urban, industrial and other uses. The Bureau of Reclamation and the South Dakota State University are making a cooperative investigation of irrigation and related water development potentials in the basin. The Soil Conservation Service is investigating the needs for soil erosion prevention, and runoff and water-flow retardation in upland areas. Fish and Wildlife and National Park Services, Outdoor Recreation, and Health, Education, and Welfare Departments are studying the recreational, fish and wildlife, water supply, and pollution control measures needed.

11. The Corps of Engineers' investigation of the upper Big Sioux River Basin will be directed primarily toward evaluating flood problems and development of measures for control, preferably by means of multiple-purpose reservoirs with conservation storage for recreation, fish and wildlife, and other purposes as listed above. Consideration will also be given to development of feasible measures for control of water supply and sediment problems of the basin lakes.

12. Data Available: The following data are available for use in making this study.

a. Maps and Survey Data: Army Map Service maps, with 50-foot contours, covering the entire Big Sioux River Basin; United States Geological Survey topography maps covering dam site and reservoir areas in the lower part of the Skunk Creek basin, the Big Sioux River from Sioux Falls to below Canton, and portions of the Big Sioux River upstream of Flandreau to near Brookings; aerial photomaps covering the Big Sioux River from the mouth to above Watertown, and the Rock River from the mouth to above Luverne; and numerous Big Sioux River valley and channel cross sections, bridge profiles, and bank-line profiles surveyed by the Corps of Engineers and the South Dakota State Engineer for preparation of prior reports.

b. Hydrology: Basic hydrologic meteorologic, and stream flow data compiled by the Corps and other agencies for preparation of recent comprehensive survey reports on flood control for the Big Sioux River Basin, and related analysis based thereon.

c. Geology: The following reports pertinent to the geology and ground-water conditions throughout the upper basin.

(1) Published ground-water studies in Big Sioux River Basin in South Dakota:

Lee, K. Y., 1957, Geology and shallow ground-water resources of the Brookings area, Brookings County, South Dakota: South Dakota State Geological Survey Rept. Inv. 84.

Lee, K. Y., and Powell, J. E., *Geology and ground water resources of glacial deposits in the Flandreau area: South Dakota State Geological Survey Rept. Inv. 87.*

Rothrock, E. P., and Otton, E. G., 1947, *Ground-water resources of the Sioux Falls area: South Dakota State Geological Survey Rept. Inv. 56.*

Steece, F. V., 1958, *Geology and shallow ground-water resources of the Watertown-Eastalline area, South Dakota: South Dakota State Geological Survey Rept. Inv. 85.*

(2) Reports submitted for final review: Ellis, M. J., and Adolphson, D. G., *The Skunk Creek-Lake Madison Drainage Basin, South Dakota, a hydrogeologic investigation of the glacial drift: U.S. Geological Survey Hydrologic Atlas.*

Adolphson, D. G., and Ellis, M. J., *Basic hydrogeologic data, Skunk Creek-Lake Madison Drainage Basin, South Dakota: South Dakota State Geological Survey and South Dakota State Water Resources Commission. Water Resources Report 3.*

(3) Project in progress (first of three years): *Big Sioux River Drainage Basin from near Brookings (gaging station at NW-¼ NE-¼, sec. 8, T 108N., R. 49N.) to the falls of the Big Sioux at Sioux Falls, South Dakota.*

(4) Recent Study: Loren R. Rukstad and Lyn S. Hedges, *Ground-Water Supply for the city of Watertown. Special Report 28, 1964.*

(5) A hydrographic map of Lake Kampeska, dated 1952.

d. Flood damages: A history of past flood occurrences in the basin together with pertinent flood and damage data and inundated area maps, prepared for prior Corps of Engineers reports on the basin. Similar data for subsequent floods are available in various post-flood reports.

13. Economic Studies: An economic base study will be made to determine the potential growth pattern of the upper Big Sioux River Basin. The Basin is predominantly an agricultural area. Crop production and stock raising are the principal occupations of the basin, with the towns serving primarily as marketing and distribution centers. In the absence of any known deposits of coal, oil, or metallic minerals of commercial importance for support of other industries, it appears the upper Big Sioux River Basin will follow the general growth and economic pattern forecast for the Middle West Plains Area; that is, farms will become larger and rural population will decrease with a corresponding increase in the urban population. Studies will be required to appraise potential modification in current farm practices and the effects technology may have on potential future land returns.

14. Provision of flood control could have a marked effect on the economy of both rural and urban flood areas—in the former by stabilizing and, in some cases, increasing the net returns for crop and pasture lands subject to frequent flooding, and in the latter by permitting further improvement and beautification of these areas, even though these are generally of small areal extent and not well developed.

15. A small privately owned hydroelectric plant located at Sioux Falls is operated in conjunction with large thermal electric generating plants. Conditions are not favorable for development of any large amounts of firm hydroelectric power in the basin. This condition is not considered detrimental to future economic development of the basin because the current power supply is considered adequate for the foreseeable power needs of the basin.

16. On the basis of available data and information it appears the distribution and quantity of ground water available can meet the future water needs of the greater portion of the basin, providing irrigation is not unduly expanded. In the event irrigation becomes a widespread practice, addi-

tional water for this purpose would have to be obtained from surface supplies or by recharging the underground supplies. The Bureau of Reclamation is currently investigating these potential sources of water supply.

17. Most urban areas throughout the basin are presently served by waste water treatment plants. However, effluent discharge from these plants during periods of low flow in the late summer has created pollution problems in certain areas. The South Dakota Health and Fish and Wildlife Departments desire that potential multiple-purpose reservoir projects provide for adequate base flows to correct these conditions and to conserve and improve local fish and wildlife values along the basin streams.

18. The lakes in the basin attract numerous tourists. Considerable suburban developments exist along the shore of Lake Kampeska and several of the other larger lakes. Lake Kampeska is also an important source of water supply to Watertown. Local interests are anxious to maintain the lake water surfaces at the highest practicable level and to eliminate the sediment and pollution problems. In the hope of attracting additional tourist trade and to conserve and enhance recreation and fish and wildlife facilities in other parts of the basin, local interests desire that all potential reservoir projects include permanent pools for these purposes. Studies will be made to evaluate possible benefits that could be provided from developments which would satisfy their desires.

19. Engineering Studies: Consideration will be given to the possibility of providing control of basin flood and related problems of water and land resource development by the following methods: multiple-purpose and single-purpose storage reservoirs—both with and without downstream channel improvements and levees; channel improvements with and without levees; and bank stabilization measures. In accordance with the desires of local interests, channel straightening and clearance of wooded areas will be avoided, insofar as practicable, in order to minimize damage to existing fish and wildlife habitat.

20. Field and office studies will be made to determine the nature and extent of local problems and of problems affecting the entire basin, and to develop feasible improvements for providing control. Preliminary project designs and estimates of costs and benefits will then be prepared from readily available data for each project. Projects obviously lacking economic feasibility will be eliminated from further study. Those having a more favorable benefit-cost ratio will be discussed with local interests to determine if they would be willing and able to furnish the required cooperation. Projects lacking local support will be eliminated from further consideration. The remaining projects will be studied in further detail in accordance with established survey standards and procedures.

21. If feasible, all urban local protection works will be designed to provide SPF protection. Reservoir projects located closely upstream of urban areas will be designed to control the standard project flood. In more remote rural areas, lesser design floods would be adopted.

22. Cost analyses will be based upon recent bid prices received by the Corps of Engineers for comparable work in nearby areas.

23. Field studies will be required to obtain data and information on developments in the urban and rural areas. Field studies will also be required to obtain basic stream data for hydraulic computations, and to obtain data on soils and subsurface foundation conditions. Because of the limited topographic maps available, topographic and other surveys will be required for most of the project sites. Economic and design studies will also be required.

24. Constraints and Controls: In view of the great areal extent of the control that would be effected on stream flow conditions throughout the basin by development of a system of large-scale storage reservoirs, all problems and potential benefits will be analyzed on a cumulative as well as on an individual basis.

25. The scale of potential reservoir development is sharply limited in all instances by the height of dam-site abutments, presence of economic improvements within the reservoir areas, and the amounts of water available. The presence of porous material of considerable depth in dam-site abutments and foundations may be a further limiting factor. Economic considerations will probably be the principal limiting factor in the scale of development of most local protection projects.

26. The investigation will be conducted in three phases. During phase 1, engineering, hydrologic, and economic studies will be accomplished together. These studies will be prosecuted in sufficient detail to eliminate obviously infeasible projects and projects which would not be supported by local interest and responsible State officials. At such time as an apparently feasible and practicable plan of improvement has been developed for control of a substantial portion of the major problems of the basin, a field review will be arranged with the Division Engineer to determine the scope of further detailed studies which should be undertaken. During phase 2, detailed studies will be made in potential protected areas to evaluate project benefits. These studies will be accompanied by detailed study and evaluation of potential projects and alternate projects. All reservoir projects will be given multiple-purpose consideration. A practicable plan of improvement, comprised of the most economic and practicable elements, will be developed for control all critical problems in the basin, and will be presented in survey detail in the final report. Only the feasible elements will be recommended for construction. Infeasible units will not be so recommended, but the preliminary designs and cost estimates presented will facilitate review thereof in the event changed field conditions or revised legislation should warrant a restudy. Phase 3 will involve the actual writing, drafting, editing, review, and reproduction of the report and its supporting appendixes. The proposed phasing of the work is shown in the appended bar graph work schedule.

27. Coordination and Cooperation: The East Dakota Conservancy Sub-district, a political subdivision of State government, is authorized under State law to coordinate the efforts of agencies interested in the conservation storage in and ultimate use of the basin water resources, and to help sponsor a Federal project. All agencies have advisors to the Sub-district, and an engineer-manager has been hired, with an office in Brookings, to handle the Subdistrict affairs. The Subdistrict officials and their advisors will hold meetings periodically to coordinate the studies.

Mr. MILLER. Mr. President, with a view to providing a reasonable mechanism to protect the interests of both the State of Iowa and the State of South Dakota, as well as the taxpayers in general, I have submitted the pending amendment to supersede the proviso added by the committee. I believe that it is a reasonable approach, and I suggest to the chairman that if there is any particular difficulty over the mechanism structured by this amendment, I am sure it could be worked out in conference. I hope he will be willing to take the amendment to conference.

Mr. RANDOLPH. Mr. President, I have discussed this matter with the able Senator from Iowa [Mr. MILLER]. It has also been the subject of discussion with the able Senator from South Dakota [Mr. McGOVERN]. There was some conference yesterday—though not a long conference—between the two Senators.

Senator McGOVERN, because of an official assignment representing the Senate at a conference outside the United States, is not able to be present today. The committee attempted, early in its consideration, to deal with the viewpoints of the two Senators. There are others interested, of course, but Senator MILLER and Senator McGOVERN are the principal ones. They appeared before our Committee on Public Works.

The solution we have presented in the legislation, about which the Senator from Iowa is fully informed, as am I, represents an attempt by the committee to accommodate, if we could, the positions of both Senators. While I am willing to take the matter to conference, I am not going to indicate my enthusiasm for what is proposed. The RECORD that the Senator is making here, together with the correspondence and other matter being inserted, will include, as I understand, all of the material pertinent to the proposed legislation. I ask the Senator from Iowa, is that not correct?

Mr. MILLER. The Senator is correct. I think that the most important thing is the telegram to the chairman of the committee from the Governor of the State of Iowa pointing out the willingness of the Governor and the Iowa State Conservation Commission to try to work this matter out with the State of South Dakota.

That is a good faith commitment on the part of the Governor of my great State. And I am sure that the Senator from West Virginia will find that the Governor of Iowa will live up to his commitment.

Mr. RANDOLPH. I am sure that great Democratic Governor will do so.

Mr. MILLER. It may seem a little anomalous for a Republican Senator to try to uphold the position of his Democratic Governor. However, the Senator from West Virginia well knows that the pending bill is replete with these by-and-large nonpartisan matters involving these fundamental matters.

I have been saying for a long time that what is good for the State of Iowa and what is good for the United States is not a matter of partisanship.

I assure the Senator from West Virginia that this is certainly the policy behind the amendment I have offered.

Mr. RANDOLPH. That is the way we considered it in the committee, of course.

Mr. MILLER. I have found in my committee work—and at one time I had the privilege of serving under the very able chairman of the Subcommittee on Public Roads, the Senator from West Virginia, who is now the chairman of the full committee—that this was the policy that was followed whenever I had anything to do with the Senator from West Virginia. I want to emphasize that for the record.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from Iowa.

The amendment was agreed to.

Mr. MURPHY. Mr. President, I send to the desk two very simple amendments and ask unanimous consent that they be considered en bloc.

The PRESIDING OFFICER. Is there objection to the request of the Senator from California? The Chair hears none, and it is so ordered.

The amendments will be stated.

The assistant legislative clerk read as follows:

On page 4, after line 14 insert the following:

"Port Hueneme, California, House Document Numbered —, at an estimated Federal cost of \$1,000,000;

"Ventura Marina, California, House Document (Numbered —, at an estimated Federal cost of \$1,540,000;".

Mr. MURPHY. Mr. President, the reason the amendments are being offered at this late hour is that since our meeting this morning I was informed that the Bureau of the Budget had given final approval to two California projects which were still under consideration at the time that the omnibus bill now before us was reported by the Senate Public Works Committee. These items are of great importance to my State and I would like to mention at this point that I appreciate the efforts and cooperation of the Bureau of the Budget in acting on these projects in time for them to be considered with the public works previously approved and included in the bill.

The projects approved this morning by the Bureau of the Budget have obtained all of the necessary Federal and State clearances. They are well considered, thoroughly studied, worthy, necessary undertakings.

Mr. President, the first amendment would provide for the addition of the Port Hueneme Harbor project to the bill. This item calls for the improvement of the harbor by deepening the central basin and by widening, deepening, and extending the southernmost interior channel, all to a depth of 35 feet.

The estimated cost is \$1,200,000 of which \$1,000,000 would be the Federal cost for construction, and \$210,000 would be the non-Federal cost for lands, easements, and rights-of-way.

The annual charges are estimated at \$90,000 including \$40,000 for Federal annual maintenance, and the average annual benefits at \$1,868,000, resulting in a benefit-cost ratio of 20.8.

The improvements would meet a need for a deep-draft harbor for commercial vessels at Port Hueneme to meet the immediate and future needs of commerce.

Mr. President, the second amendment would include the Ventura Marina project.

This would provide that the general navigation features of the existing harbor, excluding interior basins, be adopted as a Federal project, along with further improvements to provide for a 1,500-foot-long detached breakwater, a sand trap in the lee of the breakwater, repair of the existing north and middle jetties,

and provision of recreational facilities for sport fishing on the jetty crests. The total first cost is estimated at \$3,084,000 of which \$1,540,000 would be Federal for construction, exclusive of \$4,000 for aids to navigation.

The annual charges are estimated at \$319,000, including Federal maintenance costs of \$191,000 and non-Federal maintenance costs of \$2,000. The estimated annual benefits are \$1,341,000 and the benefit-cost ratio is 4.2.

The improvement is needed to provide safe navigation facilities for an ultimate 2,500 boats presently berthed in Ventura Marina-Ventura Keys.

Mr. RANDOLPH. Mr. President, the amendments offered by the able and distinguished member of the Committee on Public Roads, the Senator from California [Mr. MURPHY], fall in that category of projects that have been approved except for clearance by the Bureau of the Budget. The Bureau of the Budget has now cleared the two projects even though the clearance had not come to us at the time we reported the legislation to the floor.

I commend the Senator from California for his discussion of the importance of these projects at Port Hueneme Harbor and Ventura Marina, Calif.

I emphasize the benefit-cost ratio of 20.8 on the first project and 4.2 on the second. These are projects that are not really going to cost anything because they will return more than the investment. And it is an investment. It is not an expenditure. It is an investment which is placed in this type of project by the Federal Government.

Mr. President, I ask unanimous consent that the data sheets on these two projects be printed in full at this point in the RECORD.

There being no objection, the data sheets were ordered to be printed in the RECORD, as follows:

PORT HUENEME HARBOR, CALIF.

Location: Port Hueneme Harbor is located on the coast of California, about 65 miles northwest of Los Angeles Harbor.

Authority: Senate Committee on Public Works resolution adopted 18 April 1963. House Committee on Public Works resolution adopted 19 June 1963.

Existing Project: The existing project was originally constructed by the Oxnard Harbor District and acquired by the U.S. Navy in 1942. In 1961, the Oxnard Harbor District acquired from the U.S. Navy the original wharf and contiguous land area. The harbor is a man-made, landlocked harbor connected to the ocean by a jetty-protected entrance channel, with interior channel and central basin.

Navigation Problem: Depths in the interior channel and central basin are insufficient to accommodate modern general cargo vessels at all tides.

Recommended Plan of Improvement: Provides for the deepening of the central basin; widening, extension and deepening of the interior commercial channel, all to a depth of 35 feet. In addition, the general navigation features of the existing harbor, comprising entrance jetties, channels and basin, would be adopted as a Federal project for maintenance.

Estimated cost (price level of January 1968)

Federal	\$1,000,000
Non-Federal	210,000
Total	1,210,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and Amortization.....	\$41,000	\$9,000	\$50,000
Maintenance and Operation.....	40,000	0	40,000
Total.....	81,000	9,000	90,000

Annual benefits:

Transportation savings..... \$1,868,000
Benefit-Cost Ratio: 20.8.

Local Cooperation: Local interests will be required to provide lands, easements, rights-of-way and disposal works required for construction and maintenance; provide terminal and transfer facilities including depths in berthing areas commensurate with depths in related project channels and basins; accomplish utility relocations; clear and remove all improvements from the lands, easements and rights-of-way provided for construction and subsequent maintenance. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal Agencies:

Department of the Interior: Favorable.
Department of Transportation: Favorable.
State of California: Favorable.

Comments of the Bureau of the Budget: No objection.

VENTURA MARINA, CALIF.

Location: Ventura Marina is a light-draft harbor for recreational craft located on the coast of California within the City of San Buenaventura, about 65 miles northwest of Los Angeles.

Authority: Section 6, Public Law 14, 79th Congress, approved 2 March 1945.

Existing Project: Local interests have constructed a small-craft recreational harbor having a usable water area of 116 acres; entrance channel with protective jetties, middle jetty and turning basin.

Navigation Problem: Shoaling of the entrance channel not only prevents full use and development of the harbor, but causes severe breaking waves therein which are hazardous to recreational craft.

Recommended Plan of Improvement: The proposed improvement would provide for construction of an offshore breakwater to protect the entrance and to form a sand trap; adoption as a Federal project for maintenance of the existing general navigation features and provision of recreational facilities for jetty fishing.

Estimated cost

(Price level of January 1968)

Federal	\$1,540,000
Non-Federal	1,540,000
Total	\$3,080,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$63,000	\$63,000	\$126,000
Maintenance and operation.....	191,000	2,000	193,000
Total.....	254,000	65,000	319,000

Annual benefits:

Recreational boating..... \$1,273,000
Sport fishing..... 68,000

Total

Benefit-Cost Ratio: 4.2.

Local Cooperation: The requirements of local cooperation conform to general policy for small-boat harbor projects. Local interests

are required to hold and save the United States free from damage; provide and maintain mooring facilities, service areas, a public landing and appurtenant facilities open to all on equal terms; maintain recreational fishing facilities; provide and maintain such additional works as may be required for protection of downcoast beach areas and not procured through disposal of material dredged from the sand trap and entrance channel; provide all lands, easements and rights-of-way required for construction of the project including disposal areas and retention works; and contribute in cash 50 percent of the cost of construction, exclusive of aids to navigation, a contribution presently estimated at \$1,540,000. Local interests have indicated willingness to comply with requirements of local cooperation.

Comments of the State and Federal Agencies:

Department of Interior: Favorable.
Department of Transportation: Favorable.
State of California: Favorable.

Comments of the Bureau of the Budget: No objection.

The PRESIDING OFFICER. The question is on agreeing to the amendments of the Senator from California en bloc.

The amendments were agreed to.

Mr. HARRIS. Mr. President, on behalf of myself and my senior colleague, I send to the desk an amendment and ask unanimous consent that the reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered. The amendment will be printed in the RECORD.

The amendment ordered to be printed in the RECORD is as follows:

On page 22, line 9, insert the following:

"ARKANSAS RIVER BASIN

"The project for the Arcadia Dam and Reservoir, Deep Fork River, Oklahoma, is hereby authorized substantially in accordance with the recommendations of the Board of Engineers for Rivers and Harbors in its report dated June 6, 1968, at an estimated cost of \$24,900,000."

Mr. HARRIS. Mr. President, the Arcadia Reservoir project was first brought forward in connection with the proposed central Oklahoma project, approval of which has been deferred for further study. During the consideration of the larger project, the Arcadia Reservoir was found to be justified on its own merits, independent of the larger project. Thus, the Rivers and Harbors Board has now recommended authorization of the Arcadia project independent of the other aspects of the central Oklahoma project. We are hopeful it can be authorized this year, as this amendment would do.

At the present time, about 67,000 acres along the Deep Fork River are subject to flooding, and the average annual flood losses are estimated at \$790,000. This potential damage from flooding on the Deep Fork will increase substantially as Oklahoma City and Edmond, Okla., continue to grow into the valley. Flood control on the Deep Fork is a pressing need, but of equal importance is the need for additional municipal and industrial water supply, water quality control, and recreational benefits for an ever increasing population in the metropolitan Oklahoma City area. Edmond's water supply is already inadequate, and the city has asked for enough storage in the Arcadia Reservoir to assure 11 million gallons of flow per day for long-term municipal

use. Furthermore, the Deep Fork River has a water quality problem, for the natural flow often drops to zero during summer months and the only water in its comes from treated waste discharged from Oklahoma City. The U.S. Public Health Service estimates a need for water storage sufficient to assure a flow of 20 million gallons per day to maintain water quality.

Local interests have agreed to pay some \$2,835,000 in consideration of water supply and recreational benefits which will become available with the construction of the reservoir. The State of Oklahoma, the cities of Oklahoma City and Edmond and other local interests have indicated their full support for the construction of the project.

Mr. President, the Rivers and Harbors Board, in reporting favorably for authorization of the Arcadia project, established the benefit-cost ratio at \$1.6 to \$1, with an estimated cost of \$24,900,000. However, if authorization and construction are delayed for any length of time, the cost of the project will increase substantially because of steadily rising land costs in the reservoir area. These increased costs result from the fact that Oklahoma City is growing toward the Northeast and into the proposed location of the reservoir. Thus, considerable savings will be realized if the project is authorized this year.

A great deal of time, effort, and expense has gone into the development of the Deep Fork River Valley in the past years, and the construction of the Arcadia Reservoir is vital to the continued orderly development of the vast resources of this area of Oklahoma. Water, in my State, as in other parts of the Nation is an increasingly important commodity. The Arcadia Reservoir is designed to help us more fully realize the benefits of this precious resource in central Oklahoma. I, therefore, urge the Senate to adopt my amendment to authorize the construction of this needed project.

Mr. President, the Rivers and Harbors Board, as I indicated, has reported favorably on this project. There has not been sufficient time, however, prior to the reporting of the bill now under consideration for us to have a report from the Bureau of the Budget. Therefore, if we were to wait until the report could come, which I fully expect, we would be at least 1 further year away from actual construction of this much needed project unless we could have hearings and consideration of an omnibus rivers and harbors bill or particular consideration of this project next year. If there is no omnibus rivers and harbors bill next year. Then we would be 2 years away from authorization. In the meantime, costs would have gone up and needs would have become much greater.

So we are hopeful that this amendment can be adopted, despite what would be irregular procedure for the Committee on Public Works, presided over by my distinguished former chairman, when I served on that great committee under his leadership, the senior Senator from West Virginia.

Mr. President, I am pleased to yield now to my senior colleague from Okla-

homa [Mr. MONRONEY], who has been a very active advocate of this project and who joins me fully in this amendment today.

Mr. MONRONEY. Mr. President, I deeply appreciate my junior colleague yielding to me.

I wish to associate myself with his remarks and with the urgent need for putting this project on the track for the beginning of the design of this very important dam.

As we all know, water for human consumption is becoming more and more scarce throughout almost every State in the Union. In our own State, which is plagued sometimes by cycles of drought and then cycles of heavy rainfall, it is highly important for us not to wait longer than is absolutely necessary to start the wheels in motion for the design of a dam that will furnish a water supply to a rapidly growing city, a city that has more than quadrupled in size, the home of Oklahoma State College, at Edmond, Okla. It has multiplied five or six times in size and now has some 20,000 students in residence, taking their college degrees at this important place.

Farther north is the growing city of Guthrie, which has absolutely no dependable water supply at this time. The large river north of it is the Cimarron, which is plagued not only with salt infestation but also water from the gypsum hills which make it unpotable for human consumption.

There is no available water supply for this growing area, or for the city of Oklahoma City, because our water resources are fully committed to that area.

Furthermore, we have the problem of periodic floods downstream, which we all see as we drive over during a heavy rain. Vast amounts of flood water cover the fertile valley through which the Deep Fork River flows, from the central part of the State clear on through until it reaches the confluence with the South Canadian, near Muskogee, Okla.

Therefore, I wish it were possible—I hope it is found to be possible by the distinguished chairman of this committee, who has pioneered so many great water projects during his service as chairman of the Committee on Public Works—to permit us to move forward with the design features of this project. It would take very little money. It is within the capability of the Corps of Engineers at Tulsa, Okla., to design it, and in this way, for the expenditure of a few hundred thousand dollars, shortcut the time in which construction can actually start. A long-delayed period of perhaps a year or 2 years could be saved by the permission of this great committee, if they find it possible, through the rules of the Senate, to enable us to authorize it for design at this time; and then, hopefully, after a year or two have gone by and the design has been completed, to actually start moving earth.

This would indeed be a vital step that I believe would help not only in averting a threatened water shortage but also in giving us the flood protection so necessary, plus the pollution control which my distinguished junior colleague has so adequately pointed out.

This is a city of almost 400,000 people putting sewage into Deep Fork today. Although the sewage is treated, it is not a happy situation, without an available water source in which to keep the stream alive and active.

So I am most happy to join with my colleague in urging the chairman of the committee to take to conference the amendment we offer, with the hope that we can at least move forward to authorizing the design of this project and therefore save 1 or 2 years or more in having the project finalized into a working situation, at a cost that will be 5 percent or 10 percent more for each year it is delayed.

I thank my colleague for yielding to me.

Mr. RANDOLPH. Mr. President, the integrity of the members of the committee is not involved in the consideration of this matter at this time. But certainly the continuing consideration we have given to projects—all meritorious to some degree, with the requirement for committee approval that they be cleared by the Bureau of the Budget—is in a sense an obligation of the members of the committee which I would not desire to see broken. Nor do I feel free to speak for the committee in abrogating this policy.

I have in mind now that we are faced today with projects that fall somewhat in the same category as the project whose value has been so well documented by the Senators from Oklahoma.

This project has previously been part of a more comprehensive program envisaged for a number of years. The project referred to by the Senators from Oklahoma is a noncontroversial project, perhaps, of a program that had some elements of disagreement in it.

The testimony that has been received on these projects before the Subcommittee on Flood Control, Rivers and Harbors, chaired by the Senator from Ohio [Mr. Young], has been considered. But we have had to follow our established policy on these matters, because we could open—to use a term that might be appropriate in this connection—the flood gates on one project; I tell the Senator there is another Senator who has another project this afternoon, and there are others with worthwhile projects in various stages of approval. Therefore, we must have Budget approval on these projects, including this project, although the Board of Engineers has approved it, as the Senators well know.

I can understand the intense interest of the Senators in this worthy project. This must go back to the State; and other Federal agencies must comment on it.

For that reason it would be impossible to accept the amendment.

I refer to the language of our report:

Those favorable reports on proposed projects, on which testimony was received, but were not before Congress at the time the committee marked up the bill, will be considered for authorization at some future date.

That is what we should say and that is what we have said. I hope the amendment might be withdrawn. I am not sug-

gesting I am ready to have a vote on it, but I do know the Senators know of the attitude of the members of our committee. I know they do not want delay. I know they feel the need is urgent. All of these considerations we understand, but still it is necessary to keep within a pattern of propriety and the proper consideration of projects.

Mr. HARRIS. Mr. President, will the Senator yield?

Mr. RANDOLPH. I yield.

Mr. HARRIS. Mr. President, I want to say that I understand and, by and large, I agree with the orderly procedure for these kinds of projects which has been established by the Committee on Public Works under the leadership of the Senator from West Virginia. I think there is an orderly way to go about things and a regular way to go about things.

We are concerned, however, about the time lag that might be involved, and I know the Senator understands that. I appreciate the Senator having called to our attention the language at the bottom of page 4 of the committee report about future considerations of projects.

As soon as we have the report of the Governor of Oklahoma and the report of the Bureau of the Budget, as is required by the regular procedure of the committee, we would hope, if the amendment were withdrawn—and I believe it will probably have to be withdrawn in light of the statement of the distinguished Senator—that we could be assured not that we would be taken out of order or given undue consideration, but that consideration would be given to this project at the proper time before the Committee on Public Works.

Mr. RANDOLPH. The chairman of the committee can assure both Senators from Oklahoma that this would be the procedure to be followed by the committee; that is, careful and orderly consideration, which is what the Senators want and which I think is what we have an obligation to the Senate and to the country to fulfill.

Mr. HARRIS. I appreciate that comment from the chairman of the committee.

Mr. President, in light of the statement of the chairman of the committee and his explanation of the procedures usually followed, in spite of the feeling my colleague and I have about the critical importance of getting under way with this multipurpose project, we do not see that anything would be gained by pressing for a vote at this time.

Therefore, I ask that the amendment may be withdrawn.

Mr. LAUSCHE addressed the Chair.

The PRESIDING OFFICER (Mr. Spong in the chair). The Senator from Ohio is recognized.

Mr. LAUSCHE. Mr. President, I am grateful to the Senators from Oklahoma for withdrawing their amendment and not requiring this item to go to a vote.

Undoubtedly, there has been brought to the attention of their constituents the authorizations already contained in the bill and prior bills dealing with the development of the Arkansas River Basin. The Arkansas River Basin was first considered by the Congress as far back as

1938. Since 1960 undue attention has been given to it.

There has thus far been spent \$1,055 million in the improvement and development of the Arkansas River Basin. It is estimated that the total cost of developing the basin for flood control and water supply and other purposes, as of this time, is \$1,367 million. There is now a deficiency of \$108 million in the authorization and it is to be taken care of by the bill that is before us.

The Arcadia Dam project is not included in the \$108 million. However, undoubtedly the citizens of this area know that in this bill there is \$3,729,000 for the Oologah Reservoir in Oklahoma, \$10,035,000 for the Robert S. Kerr lock and dam in Oklahoma, \$15,900,000 for the Webbers Falls lock and dam in Oklahoma.

The point I am trying to make is to give support to the position taken by the two Senators in not pressing this measure. This basin has been treated as liberally as any basin in the United States.

The figures indicate that the anticipated cost is \$1,367 million, of which \$1,055 million has already been spent in the development of that basin.

I thank the Senators from Oklahoma for withdrawing the amendment.

Mr. MONRONEY. Mr. President, will the Senator yield?

Mr. RANDOLPH. I yield.

Mr. MONRONEY. Mr. President, I appreciate very much that reference by the Senator from Ohio to the work being done in the Arkansas Basin. I wish to add only this addendum because many people feel the basin to be a local matter.

The Arkansas rises in the heights of the Rocky Mountains, flows through most of Colorado, flows through two-thirds of Kansas, flows through more than one-half of Oklahoma, and all of Arkansas, in going into the Mississippi River. It is one of the four great river basins of the Nation, akin to the Ohio River in importance to the land as a drainage and navigation facility.

We do not want to appear greedy. We are merely trying to develop our part of the United States and develop the resources which in this dry land are the difference between survival as an agricultural community, or destruction.

I appreciate the Senator's cordial attitude and helpful interest in this development.

Mr. LAUSCHE. I thank the Senator.

The PRESIDING OFFICER. The amendment is withdrawn.

The bill is open to further amendment.

Mr. WILLIAMS of Delaware. Mr. President, I wish to ask the Senator about section 209 of the bill.

When the Senate adopted the so-called 10-percent surcharge along with the reduction in expenditures of \$6 billion we also provided for an automatic rollback in the number of civilian employees to the July 1, 1966, level. The rollback provided that every agency of Government would be affected except as the Director of the Bureau of the Budget might make his own exceptions. We provided that the rollback would take place in a manner which would not cause anyone to lose his job but would allow

them to hire three out of every four needed to take the place of normal resignations or retirements.

As the bill passed the Senate there were certain exemptions, such as the Department of Defense, the Post Office Department, the Tennessee Valley Authority, the FBI, and the CIA. In conference, however, it was worked out with the executive branch downtown that it would be better not to have any exemptions whatever, because once we exempted one agency every other agency would be coming in for exemptions. So we conferred upon the Director of the Bureau of the Budget the power to make the exceptions as he thought wise or to make the cuts where he thought they should be made until we go back to the level of July 1966.

I notice in section 209 that it writes back into the bill a mandatory exception, which exempts the TVA not only from a rollback in employment but also from any effect so far as the \$6 billion expenditures reduction ceiling is concerned.

I am wondering whether the Senator would go along with an emendment to delete this section. I understand that the Senator from Tennessee is interested in this and I shall shortly suggest the absence of a quorum before we vote.

Mr. RANDOLPH. In response to the able Senator from Delaware, he is correct in saying that in section 209 the decision of the committee is to exempt the TVA power-producing, nonfederally funded program from the provisions of the Williams-Smathers amendment, which has already been adopted.

Mr. WILLIAMS of Delaware. As stated earlier, there was an exemption in the bill as it passed the Senate originally, exceptions for the TVA, the Department of Defense, the Post Office Department, the FBI, and the CIA, but the conferees struck them all out. We struck them out with the understanding that we would eliminate them all. If we start writing them back in, then where do we stop? HEW, Treasury, and every other agency downtown will be asking that they be specifically exempted.

Mr. RANDOLPH. The Senator from Delaware of course, recognizes that if in the judgment of the committee there is a jurisdictional matter that comes within the purview of the committee, it can bring in such an exemption to have it considered.

Mr. WILLIAMS of Delaware. I appreciate that. I do not question the propriety of what the committee is trying to do.

Mr. RANDOLPH. In reference to the TVA, there are many Senators who have an interest in this subject. The Senator from Tennessee will list the names of the Senators on both sides of the aisle who are in the TVA area. The Senator from Tennessee presented this matter to us in a persuasive and effective manner which set forth a well justified rationale for considering the TVA as an instance calling for exemption from the Williams-Smathers amendment.

The Senator from Tennessee will go into these matters thoroughly. I should

like to have him give the background of the proposal, which we did consider very carefully in the committee before including the exception as a part of the legislation reported by the committee.

Mr. WILLIAMS of Delaware. I appreciate that and shall yield in a moment to the Senator from Tennessee to express his views.

I state at this time that the elimination of all exceptions was done by the conferees on the basis that if we start, where do we stop?

As I stated earlier every other agency—the Veterans' Administration, HEW, and so forth—wanted to be exempted. The Commodity Credit Corporation pointed out that it had a unique situation in that it was a Government corporation, the same as TVA. The Export-Import Bank, the FDIC, and so forth.

Mr. RANDOLPH. But the CCC does not make money, let me say to the Senator from Delaware.

Mr. WILLIAMS of Delaware. That is true. They do not make money. Taxpayers are having trouble even making enough money to keep some of the agencies going. But still, these are Government employees, and if we are going to write in the exceptions for one agency the next question is, What will be the position of the Senate and the House when the next exception is raised?

That is the reason that I, as one Senator, certainly would regret very much seeking the beginning of the writing in of exceptions. It would be unwise—not as to the amount of employees involved, but once we start to write in these exceptions we shall be in trouble.

It was suggested by some that these reductions would wreck the Government. All we did was to write into the law the provisions of the President's Executive order as issued on July 20, 1966, wherein he stated that he was going to roll back civilian employment to the July 1, 1966, level. That Executive order did not exempt the TVA. We took that Executive order and wrote it into the law as part of the package. In line with the agreement with the administration the conferees eliminated all exceptions but conferred the authority upon the Budget Director to select where to make the reductions in civilian employment. The conference report provided that no individual would lose this job as a result of this reduction but that the vacancies would be filled only by the administration having the right to hire three out of every four normal resignations or retirements. Through gradual attrition we would reach the July 1966 level. At the same time, in the bill we conferred upon the Director of the Bureau of the Budget the authority that if he felt some particular agency should be excepted from the provisions of the rollback he could exempt that agency and apply the rollback in other areas, or conceivably, if he felt that this particular agency or a particular agency should have additional employees they would even expand employment above the existing level and make the cuts in some more appropriate place.

We tried to leave some leeway there. We did not pass the buck to the administration. But this was one area where both

the executive department and the conferees felt that the executive department could do better on its own initiative than if we were to spell out where the cuts should be made. Certainly, if we are not going to spell out where the reductions should be made we should not start exempting our pet agencies from the effects of that reduction. Once we do that we are automatically telling the Director of the Budget to do all the dirty work of cutting the agencies and we make the exceptions. Congress have no choice except to stand by our decisions—that is, if we really want to cut expenditures.

Mr. LAUSCHE. Mr. President, will the Senator from Delaware yield?

Mr. WILLIAMS of Delaware. I yield.

Mr. LAUSCHE. Am I correct in my understanding that the Senator from Delaware is expressing the judgment that in face of the fact we have written into the law a requirement that in the replacement of employees who quit, there shall be an objective of reducing the number of employees on the Federal payroll?

Mr. WILLIAMS of Delaware. That is correct.

Mr. LAUSCHE. We shall be faced with certain proposals to create exemptions in certain departments. Is it not a fact that we have to determine now whether we will begin to exempt certain departments and, if we do, will we not find ourselves in an indefensible position, for when we exempt one, we cannot with justification exempt another unless there is a difference in the facts surrounding the two classes?

Mr. WILLIAMS of Delaware. That is correct. If we are going to start here in the Congress spelling out the exemptions, the agencies which will not be affected, let us start acting affirmatively and spell out where we want these reductions made.

It was felt both by the conferees and the Director of the Budget that Congress should not write in any exceptions. At that time he could not tell us just where these cuts could best be made. It was much easier to allow him discretionary authority to make reductions where they would be at least disruptive from the standpoint of Government and public service. We gave him the right to hire back three out of every four employees who left the service as a result either of normal resignations or retirement. This flexibility was necessary. For example, if a specialist were retiring it might be necessary to hire another specialist. For this reason the Senate gave him various leeways and discretionary authority so he would not be handicapped. At the same time we delegated to him the authority whereby, conceivably, if he felt that TVA should not bear a part of this burden he could exempt that agency and leave it as it is. He even has the authority and discretion to add to the number of employees if he felt it necessary. But to the extent that this agency is exempted or allowed to add to its employees it means a greater reduction in another area.

I think we would be making a terrible mistake in starting these exceptions. I say that without prejudice in any way to

the good case that may be made by the agency, but let the agency make its case with the Director of the Budget.

Mr. LAUSCHE. I was just told by the the Senator from Colorado [Mr. DOMINICK] that in his committee an exemption also has been made. He fought the exemption as a mistake, because he felt that if one department or function were exempted, of necessity other agencies would have to be exempted. Can the Senator from Delaware tell us where it is now contemplated creating exemptions? He mentioned Health, Education, and Welfare, the Tennessee Valley Authority—

Mr. WILLIAMS of Delaware. Several applications for exemptions have been made, but none have gone through either the House or the Senate. I do not know of a single agency that would not want to be exempted. That is just natural, and if we take this step, each agency will be down here wanting to be exempted. If we are going to exempt agencies let us stop talking about the fact that we are going to reduce employment. We are not going to roll back the number of employees to the July 1, 1966, level unless we reduce employment in some agencies.

We are going to have to make these reductions in some areas. I think we have just got to face up to it and start making them. That is the only way we are going to achieve any reduction in expenditures.

Mr. LAUSCHE. It is argued that the Tennessee Valley Authority is a self-sustaining operation, whereby power is sold and the proceeds of the power sold are adequate to sustain its expenses, and therefore this function ought to be exempted. May I hear what the Senator has to say about that? I may go along with this proposal if there is justification for differentiating between the two.

Mr. WILLIAMS of Delaware. We had the same argument advanced for the Federal Reserve Board, for example. We had the same argument advanced for the Federal Home Loan Board. We had the same argument advanced for the Commodity Credit Corporation, although, as the Senator pointed out, that is losing money rather than making it. We have had the same argument advanced for various trust funds, such as the civil service retirement trust fund, the Civil Service Commission, the railroad retirement board. Several agencies came down and gave an excellent argument as to why that particular agency should not fall into the realm of these reductions. Maybe some of them should be considered. The point is, Are we going to start passing on the ones that should be exempted? If we are we are automatically passing the heavier burden over to those that are not exempted. The Treasury Department made an excellent case that it needed extra employees. They claim that the more agents they send out the more money is collected, and they argued it would be disruptive to their service for them to take a cut. We get the same kind of arguments from all the agencies. The point is, Where do we start and where do we stop? I think it is easier to stop it before we get started.

There is no doubt in my mind that before we adjourn in the next 30 days we are going to have requests from practically every agency of the Government to exempt it from the rollback in employment or reduction in expenditures. That is what is involved here, because section (a) would exempt the agency from the employment reduction and section (b) from any decrease in expenditures.

Mr. LAUSCHE. Mr. President, will the Senator yield further?

Mr. WILLIAMS of Delaware. I yield.

Mr. LAUSCHE. Is it not a fact that the more agencies are exempt, the greater the reduction will have to come from the nonexempt agencies; and in some instances, in order to comply with the law, the reductions in the nonexempt agencies will have to be so great as to destroy the ability of some agencies to act?

Mr. WILLIAMS of Delaware. That was the argument made by the Director. That is the reason we felt discretionary authority should be given to him in order to carry out this mandate. I do not see how we can do otherwise. I do not think it would work if we tried to do otherwise.

Mr. LAUSCHE. I thank the Senator.

Mr. WILLIAMS of Delaware. Mr. President, I yield the floor.

Mr. BAKER. Mr. President, I regret that the Senator from Delaware apparently finds himself opposed to this section of the bill as reported from the committee. I would start, if I may, in speaking of the bill as reported, and of this section in particular, by responding to the very fundamental question posed by the Senator from Ohio, and that is whether or not, if any agency is exempted, such an exemption may not thus automatically create a greater burden for some other agency by way of an added expenditure reduction for it in order to make up for that which was not reduced from the exempted agency. May I say, responding to the very fine point raised by the Senator from Ohio, that the answer is "No," not in this case, and this strikes at the very heart of the justification for this provision.

This is the way in which I view that justification. The Tennessee Valley Authority has two functions. One is the power function, the production of electricity, which TVA generates and then sells to customers. Customers pay their monthly bills, and this money is used by TVA to operate and expand its power program. The other program of TVA is essentially a conservation program. The funds for that function are appropriated funds.

In this case, if the committee proposal is adopted, it will simply mean that TVA can keep and use the money it collects from selling electricity and its own revenue bonds. No Treasury funds are involved. If this provision does not pass, the net effect will be that the money collected by TVA from the sale of electricity would not go to the Treasury, but, under the TVA law, the money collected from the sale of electricity would simply accrue as surplus in the treasury of the Tennessee Valley Authority.

Mr. President, the point I hope to make is this: The bill itself and the report it-

self make it abundantly clear that we are not trying to create an exception to or exemption from the expenditure control proposal under the sponsorship of the Senator from Delaware [Mr. WILLIAMS] and the Senator from Florida [Mr. SMATHERS]. On the contrary, the pending bill and the committee report are written to make it quite clear that the Tennessee Valley Authority will stand in the same position as all other Federal agencies when it comes to the expenditure of Treasury funds, appropriated moneys, or tax moneys; this provision of the act deals only with the nontax revenues for the nonappropriated funds, the non-Treasury funds, which are derived from the sale of electricity to the citizens of the Tennessee Valley area, which covers some several States, and the sale of TVA bonds, which are not U.S. Government securities and which do not bear the faith and credit of the Federal Government but which are secured entirely by power sales.

Mr. President, on March 29, 1968, this matter was brought to the attention of the Senate, at the time that the Williams-Smathers proposal was first pending. I offered at that time, and the Senate agreed to, an amendment to the Williams-Smathers proposal that made it abundantly clear that the expenditure limitations did not apply to activities of the Tennessee Valley Authority paid for out of nonappropriated funds, but would apply to any funds received by the Tennessee Valley Authority which were appropriated by the Treasury.

That amendment, unfortunately, was stricken in conference; at that time the distinguished Senator from Delaware [Mr. WILLIAMS] agreed that it should be done, and as I understand his argument now—and I respect his point of view—he says that while the TVA situation may have merit in separate justification, enactment of this provision might create a precedent; that is, it creates an exception or an exemption for one agency, which, in his view, would lead to exceptions or exemptions for other agencies.

Mr. President, I most respectfully disagree with my colleague from Delaware, because I think there is a unique distinction between this and all other situations.

First, the Tennessee Valley Authority is a corporation. It is chartered by Congress, but it is a corporation. The Tennessee Valley Authority has the dual functions of power production and conservation. The power production is a self-sustaining operation whereby the agency generates power, sells it to the public, collects the proceeds thereof, operates and expands the system, and then remits to the Treasury of the United States each year a dividend representing a return on the original capital investment made by the U.S. Government in that corporation.

I reiterate, for the sake of emphasis, that the provisions of this bill as reported by the Committee on Public Works in no way exempt the Tennessee Valley Authority from the operation of the Williams-Smathers amendment, insofar as the moneys of the U.S. Government are concerned. Insofar as appropri-

ated moneys are concerned, TVA will take its lumps, as it were, along with every other Federal agency.

But bear in mind, Mr. President, that Congress has mandated the Tennessee Valley Authority as the sole and only supplier of electricity in the Tennessee Valley area. There is no other source of supply. And bear in mind further that, if the unintended effect of the Williams-Smathers amendment—and I think it would be unintended—were to constitute a raid on the nontax revenues of the Tennessee Valley Authority derived from power operations, it would amount to imposing a double tax on the residents of the Tennessee Valley area, because not only would they pay the 10-percent surtax; they would also indirectly pay an additional tax, due to the effort of the Treasury to appropriate unto itself power revenues which never belonged to the Treasury of the United States, but which were the earned revenues of the TVA from the operation of its electric system.

So, Mr. President, I respectfully suggest that unless the bill as reported by the full Committee on Public Works is accepted, an unintended and unfortunate result would ensue.

Mr. MURPHY. Mr. President, will the Senator yield for a question?

Mr. BAKER. I am happy to yield to the Senator from California.

Mr. MURPHY. Do I understand the Senator to say that actually, for practical purposes, the Tennessee Valley Authority is really two operations, one operation which has supplanted what would ordinarily be a privately owned power company, to supply the power in the valley—which was done when the Authority was set up at the outset—and in the second instance, it works in conservation?

Mr. BAKER. That is correct.

Mr. MURPHY. With regard to the matter that my distinguished friend from Delaware worries about, all the necessities of our times would apply to the conservation part?

Mr. BAKER. They would, indeed.

Mr. MURPHY. The Senator says that it would not and should not apply to the part which is, in effect, substituting for and operating as almost a private power company, being the only power supplier in the valley.

Mr. BAKER. The Senator from California is entirely correct.

Mr. MURPHY. One further question. Can the Senator furnish a breakdown as to the number of employees in each category? Does he have that information?

Mr. BAKER. Mr. President, I do not have the total number of TVA employees. However, I would point out that this bill is most carefully designed to apply only to employees paid from power revenues—that is, from nonappropriated revenues.

Mr. MURPHY. Yes.

Mr. BAKER. And other employees, those paid from tax revenues and appropriated funds, would be subject to the reduction.

Mr. WILLIAMS of Delaware. Mr. President, will the Senator yield at that point?

Mr. BAKER. I am happy to yield.

Mr. STENNIS. Mr. President, may we have order so that we may hear the debate?

The PRESIDING OFFICER. The Senate will be in order.

Mr. WILLIAMS of Delaware. That point was raised during the conference, and it was pointed out that there was no separation, as far as the budget is concerned, between whether a given employee is working under the power system of TVA or whether he is working under the soil conservation. There is no way these can be distinguished. The employees are not separated. Perhaps it should have been done, but it operates as one corporation.

I point out to the Senator that there is nothing in this amendment intended to disrupt the operations of the TVA; not at all. I respect that agency. The amendment merely states that we do not single this agency out for any more of an exception than we are going to make as to any other Government agency, whether it be the Veterans' Administration, the TVA, HEW, or any of the others. The Federal Reserve Board, the Federal Home Loan Bank Board, and all the various boards came before the committee, and practically every agency, before it was through, felt it had a particular excuse as to why it should not be covered. We gave to the Director of the Budget the discretionary authority to make the cuts where he thought they could best be made without disrupting the regular course of the Government.

This is but one of several proposals to write in exceptions. Once we write in one exception, how can we stop writing in the next one? That is the problem we are confronted with.

Mr. BAKER. Mr. President, I appreciate the remarks of my colleague, the Senator from Delaware. However, I would respectfully take exception to this extent: The manpower or personnel requirements of the Williams-Smathers amendment are mandatory, with the exception that the Bureau of the Budget can substitute positions from one agency to another.

Mr. WILLIAMS of Delaware. That is correct. The rollback is mandatory.

Mr. BAKER. The matter that is so vitally important to the Tennessee Valley Authority is that a year ago they had planned but did not have underway a construction program for the expansion of their electric system. Now they do. If they have to roll back to the number of men and women employees at a corresponding time in 1967—with many of these particular employees employed as temporary construction employees to build additions to the power system—then it will have the effect of impinging directly on that part of the system which does not have a thing to do with appropriated funds.

The heart of the matter, simply put, is that it is not an exception to the Williams-Smathers proposal, and, as I believe the Senator from Delaware will agree, it was never intended that the Williams-Smathers amendment would constitute a raid on the self-supporting portion of the TVA electrical operation.

Mr. WILLIAMS of Delaware. It was not so intended, nor will it be so now. Even under this proposal there is no reason for that to occur, unless we assume that we will have sitting in the office of the Director of the Budget a man who would deliberately single this agency out and make a raid upon it. That can conceivably happen to any agency of the Government, regardless of what it is.

But if that should happen let us get a new Director of the Budget, because the argument that it is going to disrupt the services of this particular department because the Director of the Budget can, if he so elects, put more of the cuts under this agency than some other agency, can be made with equal validity as to any agency of the Government. If that is the argument, then go ahead and repeal the whole proposal contained in the Williams-Smathers amendment.

Mr. BAKER. Mr. President, I yield to the distinguished Senator from Mississippi.

The PRESIDING OFFICER. The Senator from Mississippi is recognized.

Mr. STENNIS. Mr. President, I commend the Senator from Tennessee for making a very clear and concise statement and presentation on this relatively small problem in the entire picture of the operations. However, it is highly important in this particular field.

It has been my privilege to serve on the Appropriations Committee for a good number of years. Back in the old days, all funds for the Tennessee Valley Authority were appropriated funds. However, very properly, I think 5 or 10 years ago, the Tennessee Valley Authority was told, in effect, that they would have to stand on their own feet, produce their own revenue, issue their own bonds, and pay interest on those bonds as well as the return. That was for the power program.

Mr. BAKER. The Senator is entirely correct.

Mr. STENNIS. Mr. President, the Senator's proposal here applies only, as I understand it, to those employees involved in the power program in the Tennessee Valley Authority.

Mr. BAKER. The Senator is correct.

On page 118, section 209 of the committee report, we took, I think, great case to point out that this provision of the bill is to clarify the fact that the recently enacted Revenue and Expenditure Control Act of 1968, which is the Williams-Smathers amendment, was intended to make a distinction between the power program and the parts of the Tennessee Valley Authority operations which are funded from general appropriations.

Mr. STENNIS. It is clear that the pending proposal would not apply to appropriated funds.

Mr. BAKER. The Senator is correct.

Mr. STENNIS. As one of the original backers of the Williams-Smathers amendment on the floor of the Senate, I thought the matter was made clear at that time. I thought it was clear that we were talking about appropriated money and were trying to reduce the appropriated funds and trying to get nearer a balanced budget. The measure had the tax feature included, too.

I would think it is contrary to the spirit, if not the letter, of the Williams-Smathers amendment to reach out now in a revenue-producing area and try to talk about reducing appropriations. It just does not fit the situation.

Mr. BAKER. I thank the Senator from Mississippi. He has made a very clear and entirely accurate statement of the situation.

Mr. STENNIS. Mr. President, I thank the Senator for his presentation and for his fine knowledge of this problem.

I trust that under the guise of dealing with appropriations and concerning ourselves with the Williams-Smathers amendment—which I certainly want to see carried out, and we will all have to take our part of cuts wherever they hit—the Senate will not see fit to transgress into these other matters that were not intended to be reached.

Mr. BAKER. I thank the Senator.

Mr. HILL. Mr. President, is it not true that the day the act was passed in 1959, the TVA owned and financed its own power program and turned money into the Treasury of the United States and amortized the investment which the Government had made in the past?

Mr. BAKER. The Senator from Alabama is entirely correct.

The Tennessee Valley Authority has always made a very substantial payment, indeed, into the Federal Treasury for general use.

The distinction is very important. We are not dealing here with a cut in appropriated funds to the Tennessee Valley Authority. We are dealing with money that the Tennessee Valley Authority earns and part of which it then pays to the Treasury of the United States as a dividend.

Mr. HILL. The Senator is exactly correct. It has nothing whatsoever to do with the appropriation of any money or funds out of the Treasury of the United States. It only has to do with funds that the Tennessee Valley Authority collects from the sale of the power. The Tennessee Valley Authority uses the money collected from the sale of this power for the operation of the power program and uses it also to pay the Federal Treasury and amortize the past investments made by the Federal Government.

Mr. BAKER. The Senator is entirely correct. I thank the Senator from Alabama.

Mr. President, I never intended—and I do not believe that the Senator from Delaware ever intended—that the Revenue and Expenditure Control Act of 1968 should apply to funds which are not appropriated funds.

Unless the pending bill is passed as reported by the Committee on Public Works, there is a substantial danger that it will apply to nonappropriated funds and that it will, in effect, require a reduction in the level of expenditures of internal Tennessee Valley Authority funds. It would not improve the budgetary situation of the U.S. Government one bit. It would not make any difference one way or the other, because even if we were to roll back the Tennessee Valley Authority power expenditures, the money would not go into the Treasury of the United States. It would simply

accrue as a surplus in the treasury of the Tennessee Valley Authority resulting from the sale of electricity to the general public.

Mr. President, the purpose of this section of the pending bill as reported by the committee is not to create an exception, but rather to make it clear, so that there can be no doubt, that the Expenditure Control Act of 1968 does not apply to nonappropriated funds of the Tennessee Valley Authority, nor to the personnel paid from those funds which were earned from the sale of electricity and not from funds appropriated from the Treasury of the United States.

MESSAGE FROM THE HOUSE

A message from the House of Representatives by Mr. Bartlett, one of its reading clerks, announced that the House had passed the following bill and joint resolution of the Senate, each with an amendment, in which it requested the concurrence of the Senate:

S. 2701. An act to provide for sale or exchange of isolated tracts of tribal lands on the Flathead Reservation, Mont.; and

S.J. Res. 157. Joint resolution to supplement Public Law 87-734 and Public Law 87-735 which took title to certain lands in the Lower Brule and Crow Creek Indian Reservations.

The message also announced that the House had agreed to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 17734) making supplemental appropriations for the fiscal year ending June 30, 1968, and for other purposes; that the House receded from its disagreement to the amendments of the Senate numbered 3, 19, and 26 to the bill, and concurred therein, and that the House receded from its disagreement to the amendments of the Senate numbered 1, 6, 14, 20, 21, 22, and 25 to the bill, and concurred therein, severally with an amendment, in which it requested the concurrence of the Senate.

The message further announced that the House had agreed to a concurrent resolution (H. Con. Res. 792) providing for the adjournment of the two Houses from Wednesday, July 3, 1968 to July 8, 1968, in which it requested the concurrence of the Senate.

The message also announced that the House had passed the following bills, in which it requested the concurrence of the Senate:

H.R. 13844. An act to amend title 5, United States Code, to provide additional leave of absence for Federal employees in connection with the funerals of their immediate relatives who died while on duty with the Armed Forces and in connection with certain duty performed by such employees as members of the Armed Forces Reserve components or the National Guard, and for other purposes;

H.R. 14005. An act to authorize the disposition by the city of Hot Springs, Ark., or certain property heretofore conveyed to the city by the United States, and for other purposes;

H.R. 14205. An act to provide for the disposition of funds appropriated to pay a judgment in favor of the Creek Nation of Indian Claims Commission docket No. 21, and for other purposes;

H.R. 16211. An act to provide for the disposition of funds appropriated to pay a judgment in favor of the Creek Nation of Indians in Indian Claims Commission docket No. 276, and for other purposes;

H.R. 16402. An act to provide for the disposition of funds appropriated to pay a judgment in favor of the Creek Nation of Indians in Indian Claims Commission docket No. 337, and for other purposes;

H.R. 17524. An act to amend section 502 of the Merchant Marine Act, 1936, relating to construction-differential subsidies; and

H.R. 17873. An act to amend the National School Lunch Act to clarify responsibilities relating to providing free and reduced-price lunches and preventing discrimination against children, to revise the program matching requirements, to strengthen the nutrition training and education benefits of the program, and otherwise to strengthen school food service programs for children.

ENROLLED JOINT RESOLUTIONS SIGNED

The message further announced that the Speaker had affixed his signature to the following enrolled joint resolutions:

H.J. Res. 1111. Joint resolution granting the consent of Congress to certain additional powers conferred upon the Kansas City Area Transportation Authority by the States of Kansas and Missouri; and

H.J. Res. 1302. Joint resolution to authorize the President to issue a proclamation designating the week of October 13, 1968, as "Salute to Eisenhower Week."

HOUSE BILLS REFERRED

The following bills were severally read twice by their titles and referred as indicated:

H.R. 13844. An act to amend title 5, United States Code, to provide additional leave of absence for Federal employees in connection with the funerals of their immediate relatives who died while on duty with the Armed Forces and in connection with certain duty performed by such employees as members of the Armed Forces Reserve components or the National Guard, and for other purposes; to the Committee on Post Office and Civil Service.

H.R. 14005. An act to authorize the disposition by the city of Hot Springs, Ark., or certain property heretofore conveyed to the city by the United States, and for other purposes;

H.R. 14205. An act to provide for the disposition of funds appropriated to pay a judgment in favor of the Creek Nation of Indians in Indian Claims Commission docket No. 21, and for other purposes;

H.R. 16211. An act to provide for the disposition of funds appropriated to pay a judgment in favor of the Creek Nation of Indians in Indian Claims Commission docket No. 276, and for other purposes; and

H.R. 16402. An act to provide for the disposition of funds appropriated to pay a judgment in favor of the Delaware Nation of Indians in Indian Claims Commission docket No. 337, and for other purposes; to the Committee on Interior and Insular Affairs.

H.R. 17524. An act to amend section 502 of the Merchant Marine Act, 1936, relating to construction-differential subsidies; to the Committee on Commerce.

MESSAGE FROM THE HOUSE

A message from the House of Representatives by Mr. Hackney, one of its reading clerks, announced that the House had agreed to the report of the committee of conference on the disagree-

ing votes of the two Houses on the amendment of the House to the bill (S. 1401) to amend title I of the Land and Water Conservation Fund Act of 1965, and for other purposes.

The message also announced that the House had agreed to the amendments of the Senate to the bill (H.R. 3639) to protect the public health by amending the Federal Food, Drug, and Cosmetic Act to consolidate certain provisions assuring the safety and effectiveness of new animal drugs, and for other purposes.

RESTRICTION ON DISPOSITION OF LANDS UNDER NATIONAL WILDLIFE REFUGE SYSTEM

Mr. METCALF, Mr. President, I ask the Chair to lay before the Senate a message from the House of Representatives on S. 322.

The PRESIDING OFFICER (Mr. SPONG in the chair) laid before the Senate the amendment of the House of Representatives to the bill (S. 322) to restrict the disposition of lands acquired as part of the National Wildlife Refuge System, which was, on page 1, line 5, strike out all after "sentences:" over through and including "fund." on page 2, line 10, and insert:

No acquired lands which are or become a part of the System may be transferred or otherwise disposed of under any provision of law (except by exchange pursuant to subsection (b)(3) of this section) unless (1) the Secretary of the Interior determines after consultation with the Migratory Bird Conservation Commission that such lands are no longer needed for the purposes for which the System was established, and (2) such lands are transferred or otherwise disposed of for an amount not less than (A) the acquisition costs of such lands in the case of lands of the System which were purchased by the United States with funds from the migratory bird conservation fund, or (B) the fair market value of such lands (as determined by the Secretary as of the date of the transfer or disposal), in the case of lands of the System which were donated to the System. The Secretary shall pay into the migratory bird conservation fund the aggregate amount of the proceeds of any transfer or disposal referred to in the preceding sentence.

SEC. 2. The amendments made by the first section of this Act shall apply only with respect to transfers and disposals of land initiated and completed after the date of their enactment.

Mr. METCALF, Mr. President, I move that the Senate concur in the amendment of the House.

The motion was agreed to.

SECOND SUPPLEMENTAL APPROPRIATIONS, 1968—CONFERENCE REPORT

Mr. PASTORE, Mr. President, I submit a report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 17734) making supplemental appropriations for the fiscal year ending June 30, 1968, and for other purposes, ask unanimous consent for the present consideration of the report.

The PRESIDING OFFICER (Mr. SPONG in the chair). The report will be read for the information of the Senate.

The assistant legislative clerk read the report.

(For conference report, see House proceedings of July 1, 1968, pp. H5806-H5807, CONGRESSIONAL RECORD.)

The PRESIDING OFFICER. Is there objection to the present consideration of the report?

There being no objection, the Senate proceeded to consider the report.

Mr. PASTORE, Mr. President, so that Senators will know that a new matter is before the Senate for consideration, I ask unanimous consent that I may suggest the absence of a quorum, without losing my right to the floor.

The PRESIDING OFFICER. Without objection, it is so ordered. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. PASTORE, Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. PASTORE, Mr. President, a parliamentary inquiry.

The PRESIDING OFFICER. The Senator from Rhode Island will state it.

Mr. PASTORE. What is the pending business?

The PRESIDING OFFICER. The pending business is the consideration of the conference report on H.R. 17734.

Mr. PASTORE, Mr. President, the new obligatory authority requested by the administration in this bill was \$6,738,000,000, and the final conference figure on new obligatory authority is \$6,295,000,000. In addition, transfers and releases requested in this bill totaled \$2,979,000,000, and the final authority granted in this respect is \$2,723,000,000.

By far the largest items in the bill were in chapter II for Department of Defense military activities.

For manpower development and training activities under the Department of Labor, an appropriation of \$13 million has been agreed to in conference. This is one of the items which contributed to the delay in the urgent supplemental appropriation bill, which passed the Senate on March 11 and which, for all practical purposes, is now extinct, since the items in that bill have been disposed of in other bills.

Another item which contributed to the delay on the urgent supplemental bill was the Headstart program. The conference agreement on the present bill allows \$5 million additional to be available for the Headstart program this summer during the months of July and August.

Inasmuch as the bill provided funds for fiscal year 1968 and it is now fiscal year 1969, a validating clause was inserted in the bill in conference extending the availability therein for 5 days after the date of approval of this act by the President unless a longer period is specifically provided in the bill.

There are many items in the bill, and I shall be glad to answer any questions which any Senator may have with respect to them.

Mr. CLARK, Mr. President, will the Senator yield?

diligent work for the funds put in this supplemental bill. I was the author of an amendment to provide \$25 million for the Headstart program. That was cut back by the conferees to \$5 million. In my opinion, that was a devastating cut. It is all the more devastating to deny Headstart children \$25 million while voting \$12 billion for highway construction, \$2 billion for public works, and untold billions for the war in Vietnam.

I know that the Senator from Florida had great difficulty in saving even that \$5 million, because I was a conferee on the first supplemental, and the House conferees would not put one red cent in the bill for the Job Corps, for summer job work, or for Headstart money. What was saved here was saved by the Senate conferees.

So even with the drastic reduction in funds for summer jobs, and the 80-percent reduction for Headstart, I compliment the Senator from Florida for saving anything. The House conferees deadlocked that first conference week after week because they would not vote anything for summer jobs or for Headstart. So whatever is in here, however small the amount, is a tribute to the Senator from Florida. At least the Senator has saved \$5 million to help some children in Headstart, and \$13 million to help some young people with summer jobs. Having served on the first conference, I know how the House conferees would pick up their papers and say, "We are through indefinitely; no use meeting again if you are going to insist on putting any Headstart or Job Corps money in this."

It is hard to get anything for children. It is easy to get concrete and weapons, but to get a few measly dollars for little children is almost impossible in the Congress of the United States. The House of Representatives cuts out every cent for the bilingual education program that would have helped 3 million children from non-English-speaking homes. Now they have cut the \$25 for Headstart to \$5 million. But think of the \$12 billion we voted for highways yesterday, with more billions coming for public works, and billions for weapons to destroy other countries.

Mr. President, what is the state of this Nation, when Congress will vote nothing for children, but billions on billions for big fat contracts to carry on an unnecessary war overseas?

Mr. HOLLAND. Mr. President, I would like to accept those gracious thanks from the Senator from Texas, but I cannot properly do it. If I was entitled to any credit at all, it was simply because I would not agree to the House position throughout that long and difficult conference. We are ending, now, on a pleasant note on a subsequent conference on a different bill. That is the second supplemental for 1968, which has been handled in conference by our able friend, the senior Senator from Rhode Island, and I hope that the Senator from Texas will realize that his full mode of appreciation and gratitude should go to the Senator from Rhode Island.

Mr. YARBOROUGH. Mr. President, I transfer it over. I thank the Senator from Florida.

Mr. PASTORE. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. PASTORE. The Senator from Florida and myself.

Mr. YARBOROUGH. The Senator from Florida saw the other conference die rather than yield to the House position against these children. It was only by his unwillingness to yield then that the Senator from Rhode Island has saved anything here.

I divide my accolade between the two Senators.

PUBLIC WORKS AUTHORIZATIONS, 1968, RIVERS AND HARBORS—FLOOD CONTROL AND MULTIPLE-PURPOSE PROJECTS

The Senate resumed the consideration of the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

The PRESIDING OFFICER. The bill is open to further amendment.

Mr. WILLIAMS of Delaware. Mr. President, I send to the desk an amendment and ask that it be stated.

The PRESIDING OFFICER. The amendment will be stated.

The assistant legislative clerk read as follows:

On page 33, beginning with line 21, strike out all down to and including line 13 on page 34.

Mr. WILLIAMS of Delaware. Mr. President, I ask for the yeas and nays.

The yeas and nays were not ordered.

Mr. WILLIAMS of Delaware. Mr. President, the rejection of the pending amendment would mean that we would be eliminating the Tennessee Valley Authority, by legislation from any effect it may have on the Federal budget or its ability to expand its employment.

I call attention to the fact that there are several corporations in a similar capacity that are operating on the same basis.

I refer to the Export-Import Bank. The FDIC has no Government money involved. That is also included in the reductions. There is the Farm Home Loan Board, and the Railroad Retirement Board with its 1,730 Government employees. That Board is not functioning with Government money. It is run with revenues derived from the employee and employer.

We have the Civil Service Retirement Board and many of these trust funds.

Mr. PASTORE. Mr. President, will the Senator yield so that I may ask for the yeas and nays?

Mr. WILLIAMS of Delaware. I yield.

Mr. PASTORE. Mr. President, I ask for the yeas and nays.

The yeas and nays were ordered.

Mr. WILLIAMS of Delaware. Mr. President, one provision in this bill attempts to undo much of what the Congress recently did in the Revenue and Expenditure Control Act of 1968. This particular amendment is merely a foot in the door for what will come later if we allow this provision to stay in this public works authorization bill.

I am referring to the provision which

removes TVA employees paid out of power revenues from the employee ceiling provision recently provided in the Revenue and Expenditure Control Act, and also to the succeeding language which removes expenditures made by the TVA out of power revenue from the \$6 billion expenditure limitation and also the \$10 billion obligational reduction which also were included in the act that I have just referred to.

The procedure to be followed in destroying the effectiveness of these provisions is all too clear. First, TVA employees or TVA expenditures or obligational authority are removed from the application of these provisions and then some similar exception is made for another group of employees or expenditures or obligations, until the provisions are so riddled with exceptions that they no longer assure us the employee reductions or the expenditure or obligational cuts Congress provided in connection with the tax increase so recently provided.

I realize that the TVA employees or appropriations are described as being just a minor exception to the major provisions, but they most clearly and certainly represent the first attempt to break through these employee and expenditure reductions. If we allow the line to be broken at this point, you can be sure that others will take advantage of it to break the line in the case of other agencies. It is for that reason that I believe that this amendment is of major importance and should be defeated by those who previously voted for the expenditure limitation and employee ceiling. To permit an exception here will almost certainly lead to other exceptions later on.

Some will say that this is nothing more than restoring the Senate amendments which were included in the Senate version of the Revenue and Expenditure Control Act. In the case of the employee limitation, this is, of course, true; but this is not true in the case of the provision relating to expenditure or obligational cuts.

Let me deal first with the matter of the employee ceiling. The Senate version contained a series of exceptions to the employee ceiling, one for Defense Department employees, another for Post Office employees, another for FBI employees, another for CIA employees, and the one for TVA employees paid out of power revenues. When this was considered in conference, both the conferees and the Budget Director concluded that to make an employee ceiling work effectively it should apply across the board without exceptions. It was for this reason that all of the exceptions in this provision were deleted. It is also important to realize that the agreement reached by the conferees permitted the filling of three out of four instead of two out of four vacancies, and that this was a direct concession for the removing of these exemptions. Now this provision we have before us would start restoring these exceptions without restoring the provision requiring that only two out of four vacancies be filled.

How can we justify picking out TVA employees and making an exception for them when all other Federal employees,

including those of the Defense Department, the FBI, the CIA, and the Post Office, are under the limitation? It cannot be done.

One argument that is sometimes made is that since these employees are not paid out of appropriated funds it makes no difference in the budget whether additional revenues are spent for this purpose or not. This, of course, is not true, because revenues of the TVA in excess of those spent are, in effect, the debt of the United States since borrowings by the TVA are reduced by any excess of power revenues they may have.

Still another factor that needs to be realized is that the act which Congress passed gives the Budget Director the authority to permit higher rates of employment in the TVA if he thinks this is in the interests of efficient Government operation and if he will hold down employment in some other agency by a like amount. As a result, let me point out that the result desired here will be obtained under present law if this leads to more efficient Government operation.

In the case of the expenditure and obligational exceptions provided for the TVA here, let me point out that the proposal before us goes beyond the original Senate amendments with respect to TVA employees. Under the earlier Senate provision, increases in TVA expenditures or obligations above the expenditure ceiling or above the obligational ceiling were excepted from the \$6 billion expenditure cut and the \$10 billion obligational cut. This amendment, however, goes further than this and even removes from the application of the expenditure provision and obligational provision amounts presently included in the budget for TVA to the extent paid for from power revenues. In other words, this not only excepts future increases from these limitations but also the present budgetary proposals from the limitations. There is no justification for making exceptions in these cases, and I can only say that a vote for this provision or against my amendment striking out this provision is a vote to begin overturning the expenditure limitation and obligational cut Congress so recently imposed.

I urge the adoption of my amendment.

Mr. RANDOLPH. Mr. President, I have no desire to continue the discussion upon this matter. It has been thoroughly documented from the standpoint of the Senator from Delaware and the Senator from Tennessee.

Mr. President, the Senator from Tennessee, speaking not only for himself, but also for the Committee on Public Works, has presented his argument, and the matter has been thoroughly considered. The debate has been helpful. The Senators who have been present to listen to the debate are more knowledgeable on the matter. I have no desire to do anything other than to bring the matter to a vote.

I am grateful again, as I said yesterday, for the continuing attention to these matters by Senators who are not members of our committee. The Senator from Delaware is not a member of our committee, but he checks on what we are doing in these legislative matters and

gives us an opportunity for debate and a vote on rollcall, such as we will now have.

Mr. WILLIAMS of Delaware. Mr. President, I thank the Senator. It has been argued that the Tennessee Valley Authority does its own financing. However, even though it has its own bonds those funds are included and counted as a part of the obligation of the U.S. Government, and the property owned by the U.S. Government backs up the payment of those bonds so that they are included as a part of the debt and are guaranteed by the taxpayers.

Mr. President, I said that I was ready for a vote. However, I have had a request to the effect that the Senator from Tennessee wants a short quorum call so that he may have the opportunity to make a few brief remarks.

Mr. RANDOLPH. I did not want to hurry the Senator.

Mr. WILLIAMS of Delaware. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. WILLIAMS of Delaware. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

The question is on agreeing to the amendment of the Senator from Delaware.

Mr. BAKER. Mr. President, a parliamentary inquiry.

The PRESIDING OFFICER. The Senator will state it.

Mr. BAKER. Do I correctly understand that the yeas and nays have been ordered on the Williams amendment?

The PRESIDING OFFICER. The Senator's understanding is correct.

Mr. BAKER. And the amendment is to the bill as reported, and it would strike the TVA language?

The PRESIDING OFFICER. The Senator is correct.

Mr. BAKER. I thank the Chair.

The PRESIDING OFFICER (Mr. Moss in the chair). The question is on agreeing to the amendment of the Senator from Delaware. On this question the yeas and nays have been ordered, and the clerk will call the roll.

The legislative clerk called the roll.

Mr. BYRD of West Virginia. I announce that the Senator from Nevada [Mr. BIBLE], the Senator from Hawaii [Mr. INOUYE], the Senator from Washington [Mr. MAGNUSON], the Senator from Rhode Island [Mr. PELL], and the Senator from Maryland [Mr. TYDINGS] are absent on official business.

I also announce that the Senator from Alaska [Mr. BARTLETT], the Senator from Maryland [Mr. BREWSTER], the Senator from North Dakota [Mr. BURDICK], the Senator from Nevada [Mr. CANNON], the Senator from Pennsylvania [Mr. CLARK], the Senator from Mississippi [Mr. EASTLAND], the Senator from North Carolina [Mr. ERVIN], the Senator from Arkansas [Mr. FULBRIGHT], the Senator from Tennessee [Mr. GORE], the Senator from Massachusetts [Mr. KENNEDY], the Senator from Ohio [Mr. LAUSCHE], the Sen-

ator from Missouri [Mr. LONG], the Senator from Louisiana [Mr. LONG], the Senator from Minnesota [Mr. MCCARTHY], the Senator from South Dakota [Mr. MCGOVERN], the Senator from New Mexico [Mr. MONTOYA], the Senator from Oregon [Mr. MORSE], the Senator from Connecticut [Mr. RIBICOFF], the Senator from Georgia [Mr. RUSSELL], the Senator from Florida [Mr. SMATHERS], and the Senator from Alabama [Mr. SPARKMAN] are necessarily absent.

I further announce that, if present and voting, the Senator from Alaska [Mr. BARTLETT], the Senator from Maryland [Mr. BREWSTER], the Senator from North Carolina [Mr. ERVIN], the Senator from Tennessee [Mr. GORE], the Senator from New Mexico [Mr. MONTOYA], the Senator from Oregon [Mr. MORSE], the Senator from Connecticut [Mr. RIBICOFF], and the Senator from Maryland [Mr. TYDINGS] would each vote "nay."

On this vote, the Senator from Ohio [Mr. LAUSCHE] is paired with the Senator from Alabama [Mr. SPARKMAN]. If present and voting, the Senator from Ohio would vote "yea" and the Senator from Alabama would vote "nay."

Mr. DIRKSEN. I announce that the the Senator from Kansas [Mr. CARLSON], the Senators from Kentucky [Mr. COOPER and Mr. MORTON], the Senator from Arizona [Mr. FANNIN], the Senator from Hawaii [Mr. FONG], the Senator from Nebraska [Mr. HRUSKA], and the Senator from California [Mr. KUCHEL] are necessarily absent.

If present and voting, the Senator from Kentucky [Mr. COOPER], the Senator from Arizona [Mr. FANNIN], the Senator from Hawaii [Mr. FONG], and the Senator from California [Mr. KUCHEL] would each vote "nay."

The result was announced—yeas 7, nays 59, as follows:

[No. 205 Leg.]

YEAS—7

Bennett	Curtis	Thurmond
Byrd, Va.	Pastore	Williams, Del.
Cotton		

NAYS—59

Aiken	Hatfield	Murphy
Allott	Hayden	Muskie
Anderson	Hickenlooper	Nelson
Baker	Hill	Pearson
Bayh	Holland	Percy
Boggs	Hollings	Prouty
Brooke	Jackson	Proxmire
Byrd, W. Va.	Javits	Randolph
Case	Jordan, N.C.	Scott
Church	Jordan, Idaho	Smith
Dirksen	Mansfield	Spong
Dodd	McClellan	Stennis
Dominick	McGee	Symington
Ellender	McIntyre	Talmadge
Griffin	Metcalf	Tower
Gruening	Miller	Williams, N.J.
Hansen	Mondale	Yarborough
Harris	Monroney	Young, N. Dak.
Hart	Moss	Young, Ohio
Hartke	Mundt	

NOT VOTING—33

Bartlett	Fong	McCarthy
Bible	Fulbright	McGovern
Brewster	Gore	Montoya
Burdick	Hruska	Morse
Cannon	Inouye	Morton
Carlson	Kennedy	Pell
Clark	Kuchel	Ribicoff
Cooper	Lausche	Russell
Eastland	Long, Mo.	Smathers
Ervin	Long, La.	Sparkman
Fannin	Magnuson	Tydings

So the amendment of Mr. WILLIAMS of Delaware was rejected.

LEGISLATIVE PROGRAM

Mr. DIRKSEN. Mr. President, I would like to ask the majority leader about the session tomorrow and the business that will be considered.

Mr. MANSFIELD. Mr. President, in response to the question raised by the distinguished minority leader, when we complete our business this afternoon the Senate will adjourn until 9 o'clock tomorrow morning. It is anticipated that Calendar No. 1312, H.R. 12120, the so-called juvenile delinquency control bill will be laid before the Senate this evening and discussed, and I hope disposed of tomorrow.

It is anticipated that when the pending business today is disposed of, the land and water conservation conference report will be taken up. In addition, there will be a number of other bills taken up during the course of tomorrow. Providing the juvenile delinquency control bill is disposed of tomorrow, the pending business for Monday next will be the legislative appropriation bill.

Let me say that there is the serious expectation that rollcall votes will occur tomorrow, that amendments will be offered that could very well precipitate that end result. I make this statement just to put the Senate on notice.

ADJOURNMENT OF THE TWO HOUSES FROM WEDNESDAY, JULY 3, 1968, UNTIL 12 NOON MONDAY, JULY 8, 1968

Mr. MANSFIELD. Mr. President, at this time, I ask unanimous consent that the Senate proceed to the consideration of House Concurrent Resolution 792.

The PRESIDING OFFICER. The resolution will be stated by title.

The legislative clerk read as follows:

Resolved by the House of Representatives, the Senate concurring, That when the two Houses adjourn on Wednesday, July 3, 1968, they stand adjourned until 12 o'clock meridian, Monday, July 8, 1968.

The PRESIDING OFFICER. Is there objection to the present consideration of the resolution?

There being no objection, the concurrent resolution (H. Con. Res. 792) was considered and agreed to.

Mr. DIRKSEN. Mr. President, I move that the vote by which the resolution was agreed to be reconsidered.

Mr. BAKER. Mr. President, I move that the motion to reconsider be laid on the table.

The motion to lay on the table was agreed to.

PUBLIC WORKS AUTHORIZATIONS, 1968, RIVERS AND HARBORS—FLOOD CONTROL AND MULTIPLE-PURPOSE PROJECTS

The Senate resumed the consideration of the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

Mr. WILLIAMS of Delaware. Mr. President, I have one more amendment which I send to the desk and ask to have stated.

The PRESIDING OFFICER. The amendment will be stated.

The legislative clerk proceeded to read the amendment.

Mr. WILLIAMS of Delaware. Mr. President, I ask unanimous consent that further reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered; and the amendment will be printed in the RECORD.

The amendment of the Senator from Delaware [Mr. WILLIAMS] is as follows:

At the appropriate place insert a new section, as follows:

"Sec. —. Moratorium on public works projects.

"(a) (1) Notwithstanding any other provision of law, no Federal department or agency shall, during the period in which this section is in effect—

"(A) initiate the planning or construction of any public works project (including projects for recreational facilities but excluding projects for highways), or

"(B) make any grant to any State or local government agency for initiating the planning or construction of any such public works project.

"(2) Upon request of the head of the Federal department or agency concerned, the Director of the Office of Emergency Planning shall investigate a public works project with respect to which paragraph (1) applies for the purpose of determining whether the delay in planning or construction of such public works project required by paragraph (1) will cause irreparable damage to the public health or welfare. If with respect to any planning or construction of any such public works project, the Director determines that such delay will cause such irreparable damage, paragraph (1) shall cease to apply with respect to such planning or construction effective on the date on which the Director publishes such determination.

"(3) The Director shall report, from time to time, the results of his investigations and determinations under paragraph (2) to the President and the Congress.

"(b) (1) The Director of the Office of Emergency Planning shall make an investigation of all public works projects (including projects for recreational facilities but excluding highway projects), the planning or construction of which has been initiated on or before the date of the enactment of this Act and is being carried out by a Federal department or agency or by a State or local government agency with Federal assistance, for the purpose of determining what planning and construction on such public works projects can be temporarily halted without causing irreparable damage to the public health or welfare.

"(2) Notwithstanding any other provision of law, no Federal department or agency shall—

"(A) continue any planning or construction, or

"(B) make any grant (or payment of a grant previously made) to any State or local government agency for continuing any planning or construction,

which the Director determines under paragraph (1) can be so temporarily halted, during the remainder of the period in which this section is in effect beginning with the day after the date on which the Director publishes such determination.

"(3) The Director shall, as soon as practicable, report the results of his investigation and determinations under paragraph (2) to the President and the Congress.

"(c) This section shall apply during the period beginning on the day after the date of the enactment of this Act and ending on the last day on which the tax required to be

deducted and withheld on wages under section 3402 of the Internal Revenue Code of 1954 includes any amount attributable to the tax surcharge imposed by section 51 of such Code."

Mr. WILLIAMS of Delaware. Mr. President, I shall be very brief. I am going to ask for a division on the amendment because, based on the result of the last vote, I recognize the mood of the Senate so far as this particular bill is concerned.

I point out that under the bill the Senate is authorizing new projects with a total cost of nearly \$2 billion. We have a total of \$570 million approved for navigation projects, \$1,088 million for other new public works projects, which is a total of about \$1,658 million, plus, about \$200 million added on the floor by additional amendments. These are new projects.

It is impossible to analyze these one by one. I do not question that there is merit in each of them, but I do have this question: How can we continue to expand projects and initiate new projects at a time when we are in the midst of a full-scale war which we have to finance at a time when the Senate and House are on record that they want to cut back \$10 billion in obligational authority for 1969, and at a time when we are on record that we will require the President to cut \$6 billion in spending if we in Congress do not do it?

By our vote we have already excluded one segment of this bill from any effect, so far as the TVA area is concerned, on any reduction in expenditures or any reduction in civilian payrolls.

The purpose of this amendment would not be to cancel one single project but to leave them authorized as they are under the bill. It would merely provide that they would not proceed to the initiation or the construction of any project until after it had been certified as essential to the national security or until the war in Vietnam is over, or when our budget would be more nearly in balance.

This is the identical amendment which the Senate voted on during debate on the Williams-Smathers package and which I regret to say was defeated at that time.

In World War II and again during the Korean war, similar action was taken, but unfortunately this administration insists upon both guns and butter.

> Why not have a moratorium on new public works projects until this war is over?

This is the appropriate bill. I think this is the time for us to decide whether we want to make some of the cuts in this area of new public works projects or whether we shall insist on expanding and continuing every program that comes before the Senate and delegate to the President the responsibility for making the cuts. I think that this is the place to do it. In view of the results of the last vote I will not ask for a record vote.

Mr. President, I call for a division. The PRESIDING OFFICER. A division is called for.

On a division, the amendment was rejected.

The PRESIDING OFFICER. The bill is open to further amendment.

If there be no further amendments to be proposed, the question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed for a third reading, and was read the third time.

Mr. WILLIAMS of Delaware. Mr. President, I shall vote against the bill. I think there are many worthwhile projects in it, but it is wrong for Congress to insist upon expanding and authorizing nearly \$2 billion worth of new projects at a time when we are talking about economy. The Senate must make up its mind which way it is going.

How can the Senate possibly justify its approval of \$2 billion for new public works projects in the face of a \$25 billion deficit for fiscal year 1968 and at a time when we are placing a 10-percent tax increase on all taxpayers?

This is not the time for expansion of pork barrel projects.

Mr. AIKEN. Mr. President, I should like the RECORD to show that had there been a record vote, I would have voted "yea" for the Williams amendment.

The PRESIDING OFFICER. The RECORD will so state.

Mr. THURMOND. Mr. President, I also would like the RECORD to show that had there been a yea-and-nay vote, I would have voted "yea" for the Williams amendment.

The PRESIDING OFFICER. The RECORD will so state.

Mr. PROUTY. Mr. President, I join my distinguished colleague, Mr. AIKEN, in pointing out that I, too, would have voted "yea" for the Williams amendment, had there been a record vote.

The PRESIDING OFFICER. The RECORD will so state.

Mr. GRUENING. Mr. President, the 1968 omnibus rivers and harbors bill, S. 3710, in my opinion represents important constructive and needed legislation for the people of America.

The bill will authorize 71 projects which when funded completely will cost less than \$2.2 billion. The projects have been studied and reviewed by the State governments and Federal agencies concerned. They have been discussed in the hearings held by the Public Works Subcommittee on Flood Control, Rivers and Harbors, chaired by the able junior Senator from Ohio [Mr. YOUNG]. The full committee has review them.

The 1968 public works authorization bill comes from the people and it represents worthy projects which will repay many times the Federal and local investments which are to be appropriated.

The distinguished chairman of the Public Works Committee [Mr. RANDOLPH] has devoted many long hours to the bill, as have the other members of the committee of which I am proud to be a member.

Some critics of public works comment unfairly about them. Sometimes they attach to them the utterly unjustified derogatory designation of "pork barrel" projects. They will again. Someday I hope they will take the time to ascertain what a modest investment in a public works project can mean to the community affected.

Consider the benefits: Power for electricity; power for irrigation; reservoirs to hold back floodwaters, rivers and streams cleaned of debris to make navigation possible and profitable, small boat harbors to protect fishing vessels, breakwaters to protect towns and cities, recreation facilities, pollution abatement, beach and river erosion control, and many others.

Flood control and the multipurpose of comprehensive river development are difficult to value in dollars and cents, perhaps impossible, but I can testify at this time as to what the proposed Fairbanks flood control project means to the men, women, and children who live in the area affected. Similarly, I believe the residents of southeastern New Hampshire will benefit when the proposed Beaver Brook Dam and Reservoir are constructed. Similarly, I believe the proposed plan of improvement for beach erosion control and hurricane protection in Dade County, Fla., will be an investment repaid many times. Similarly, the proposed flood control improvements on the Little Blue River in the vicinity of Kansas City, Mo., will provide protection for the rapidly growing residential and commercial developments in the expanding Kansas City metropolitan area, including measures to prevent a growing pollution problem.

The Senate report on S. 3710 describes in detail the many positive effects of the omnibus rivers and harbors bill which we are considering.

As a member of the Public Works Committee, I know much work has gone into this bill by the committee and members of the committee staff. I would like to express appreciation on behalf of my friend and colleague from Alaska, Bob BARTLETT, and myself for the assistance other members of the committee and members of the staff have given whenever we have had questions concerning problems in Alaska.

One such instance comes vividly to mind today. Last August the Fairbanks area was badly hurt by the flooding waters of the Chena and Tanana Rivers. Thousands of residents were forced to leave their homes and businesses. The chairman of the Public Works Committee wanted to have the facts and immediately authorized a special onsite investigation and requested a complete written report. I can tell you today that that investigation was one of a type none of us would want to make because to see what terrible damage can be caused by unchecked floodwaters is a grim experience. I reported in detail to the committee and was ably assisted by staff members Joseph F. Van Vladriken and Harold Symes. With the help of the local, State, and Federal agencies concerned it was possible to include the authorization of the Tanana River area flood control project in the Fairbanks area in the bill we consider today. The Fairbanks project has a benefit-cost ratio of 2.7. Its estimated cost is \$113 million.

I quote the remarks from the committee's report concerning the proposed Fairbank's flood control project:

Remarks.—The committee notes that the proposed improvements would protect the

Fairbanks area and nearby Fort Wainwright which suffered damage estimated to be \$95 million in August 1967 by the largest recorded flood in the history of central Alaska. Ninety-five percent of the city of Fairbanks was flooded; the airbase was covered by water, and a large portion of the base's structures made inoperable. At the time this disaster struck, the committee immediately authorized a special on-site investigation and requested a written report and specific recommendations to prevent similar disasters. Investigation showed that prompt flood control measures were needed. The committee commends authorities of the State of Alaska and the executive branch of the Federal Government for moving expeditiously to review the revised proposed Tanana River Basin flood control project study. Residents of the Fairbanks area have evidenced their desire to cooperate to the fullest. Fairbanks future incorporates its being the industrial gateway to resource development in the Brooks Range and western Alaska. The committee considers this project to be needed and to be economically well justified and believes that early initiation of the project is desirable. Accordingly, language has been included in the bill authorizing its construction.

The 1968 omnibus rivers and harbors bill also includes the authorization of harbor improvements at Kake, a town located in southeastern Alaska, 39 miles west of Petersburg. The proposed improvements will cost \$1,766,000 and will provide protection to the local fishing fleet. The benefit-to-cost ratio is 1.8.

Harbor improvements are also proposed at King Cove in the Aleutian chain about 650 miles southwesterly of Anchorage. The improvements include a 15-foot-deep anchorage basin about 11 acres in area, an entrance channel 125 feet wide and 15 feet deep, an earthfill training dike, and a rockfill groin for a total cost of \$527,000. The benefit-to-cost ratio is 4.5.

For the removal of navigation hazards at Sergius and Whitestone Narrows, which connect Sitka with the rest of southeastern Alaska, the committee approved the authorization of \$3,030,000. Peril Strait through Sergius Narrows will be deepened to 24 feet and widened to 450 feet, and Neva Strait through Whitestone Narrows will also be deepened to 24 feet and widened to 350 feet. The benefit-to-cost ratio is 3.3.

These four Alaska projects when funded completely will represent a total investment of \$117,012,000. The benefits which will be accrued from them will be many times that amount in dollars and cents and cannot be assessed as to the value they will afford individuals.

I ask unanimous consent to have printed in the RECORD a statement on the pending bill by my friend and colleague from Alaska [Mr. BARTLETT] who cannot be with us today.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

TANANA RIVER FLOOD CONTROL PROJECT
AUTHORIZED

(Statement by Senator BARTLETT)

I regret that I cannot be present today to convey my congratulations to the distinguished chairman of the Public Works Committee [Mr. RANDOLPH] and to his colleagues for the concern, the interest, and the expedition which they have demonstrated in

authorizing the Tanana River flood control project at Fairbanks.

From the onset of the great flood in August of 1967 the committee has been active. It authorized an on-site inspection. The Corps of Engineers worked quickly to update its flood control study of the Tanana River basin. All the federal agencies involved and the State of Alaska and the community of Fairbanks have worked together. The result is the authorization today of the \$113 million Tanana River flood control project. Its benefit cost ratio is a very high: 2.7. The project is needed. It is needed now. It is needed if the City of Fairbanks is to survive and prosper. Fairbanks is determined that it will. The action of the Congress authorizing this project backs up the City in its determination.

I congratulate the chairman of the committee [Mr. RANDOLPH], the committee, and of course the junior Senator from Alaska, [Mr. GRUENING], who as a member of the committee has worked so hard and done so much on this project.

LITTLE DELL PROJECT NEEDED NOW

Mr. BENNETT. Mr. President, I support the omnibus rivers and harbors flood control bill and wish to invite the attention of Senators specifically to the Little Dell project near Salt Lake City, Utah, which is included in the proposed legislation.

The construction of this dam for flood control, water development, and recreational purposes is an inevitable step in the development of Salt Lake Valley. For this reason, I introduced S. 1549, a bill to reauthorize the Little Dell project after the final report of the Army Engineers was received.

Having worked for the approval of this project since 1955, I am eager to see construction begin as soon as possible. I was the author of a bill in the 85th Congress authorizing the dam, but action on the bill was delayed pending completion of the report to the district engineer.

At the request of the Salt Lake City Commission, I worked with the Corps of Engineers to get this portion of the Jordan River Basin report completed ahead of schedule, so that Little Dell could get the priority it deserves.

Some 43 percent of Utah's population resides in Salt Lake County, and industrial and municipal water needs are expected to double by 1985.

Since 1847, when the pioneers first settled in Salt Lake Valley, providing an adequate municipal water supply has been a continuing problem. Small reservoirs on mountain streams in and adjacent to the city have been constructed, together with an extensive water distribution system. A supplemental water supply has also been obtained in recent years from the Provo River project of the Bureau of Reclamation; but the city is outgrowing these sources and it is imperative that additional water be provided. Fortunately, the problem is not in finding the water, but merely of developing a way to store it for future use.

It is estimated that about 13,000 acre-feet of water is lost each year in Parleys Canyon. The Little Dell Reservoir would drastically reduce this waste.

The flood control value of the dam is also important. In most years, a flood-control dam is not needed; but in unusual years, such as 1952, the awesome spectacle of millions of gallons of un-

controlled water coming from the melting snows in the mountains east of Salt Lake City points up the fact that adequate flood control facilities are absolutely necessary if the city is to be protected.

The recreational value of the project will be tremendous, particularly in view of the close proximity of the reservoir to the city and to Interstate 80. The existing recreational facilities in the area are limited, and with the ever-increasing population there is an urgent need for recreation facilities in conjunction with water development.

The rapid increase in population and industrial development along the Wasatch Front and the apparent need for more water to serve Salt Lake City within the next few years points up the project's value. I cannot overemphasize the importance of speeding congressional approval of the Little Dell project which will be such a boon to the people of the Salt Lake metropolitan area.

Mr. President, in addition to Little Dell, I should like to call the Senate's attention to another worthwhile project in this bill, the extension of the authorization of the Weber River Channel improvement.

The \$1 million project would provide flood protection on the Weber River and its tributaries. This badly needed flood control project was authorized in the 85th Congress, but one of the difficulties in implementing construction was the requirement that local interests provide rights-of-way for construction, move utilities, and give the usual assurances to the Federal Government.

The bulk of the costs of this work falls upon Morgan County, which is one of the smaller counties in Utah. The county has been unable to raise the necessary funds from its meager annual budgets and, as a result, preconstruction planning was suspended in 1962 and the project authorization expired on April 16, 1967.

Because of the potential flood damage downstream, this project is vitally needed. Therefore, as I did last year in a letter to the chairman of the Public Works Committee, I again urge that the authorization be extended.

The Utah Board of Water Resources has pledged its full support to the project and will assist the local interests in meeting their commitments in order to overcome the real potential flood threats on the Weber River.

SENATOR YARBOROUGH COMMENTS CHAIRMAN RANDOLPH AND THE RIVERS AND HARBORS BILL

Mr. YARBOROUGH. Mr. President, I am pleased to support the rivers and harbors bill as it is reported from the Committee on Public Works. Earlier this year I testified before the committee in support of a number of Texas projects now included in the bill.

Among the numerous projects which particularly concern Texans is the Red River Waterway project. The bill calls for bank stabilization and improved navigation along the Red River below Lake Texoma. Included in this project will be improved water quality, flood damage reduction, recreational facilities, and area redevelopment. This project will

involve almost \$15 million in Federal funds.

The bill also authorizes \$23 million in Federal funds for the Aquilla Dam and Reservoir in the Brazos River Basin north of Waco at Aquilla Creek. This project should reduce flood damages originating in the Aquilla Creek watershed.

In the Navasota River Basin a two-step project, beginning with the Millican Dam, has been authorized which involves \$119 million. This project will provide for flood control and should also enhance recreational, fish, and wildlife activities in the area.

A similar project which is badly needed for flood protection is that authorized on Pecan Bayou, utilizing \$24 million in Federal funds. The plans call for channel improvements, protective measures for Lake Brownwood, and a Pecan Bayou Reservoir.

Another flood control project authorized is that for Clear Creek, a rapidly growing residential area south of Houston. Existing flood control arrangements are clearly inadequate. This bill authorizes \$12,000,000 in Federal funds for channel improvements.

Nearby in the Texas City-La Marque-Hitchcock area, nearly \$11,000,000 in Federal funds is authorized by this bill for hurricane flood protection. An earthen levee authorized would provide protection for an area badly damaged by Hurricane Carla in 1961.

An additional \$2,000,000 has been authorized for the Brazos River Basin flood control plan, which has already received \$109,000,000 over the 14-year period since 1954.

Lastly, the bill provides for surveys for flood control in the Baytown, Burnett, Crystal, and Scotts Bays vicinity.

All these public works projects will help Texas better improve and utilize its water development potential. In a State so diverse that it suffers from both severe droughts and severe floods, these public works projects are extremely important. I am very pleased to support the rivers and harbors bill before us today.

I would like to express my deep appreciation and commendation to Senator JENNINGS RANDOLPH, chairman of the Public Works Committee for his careful weighing of all the public works proposals throughout the Nation and his knowledgeable evaluation of the priorities of projects. The knowledge and experience which he brings to bear in this field is outstanding and his judgment is admirable.

SANDBAGS FOR GREENCASTLE

Mr. HARTKE. Mr. President, I am disappointed that the Big Walnut Reservoir is not included in the omnibus rivers and harbors bill, S. 3170.

Although Big Blue Reservoir, Downeyville Reservoir, and Marion Floodwall were recommended, Big Walnut Reservoir was not.

The lack of favorable action by the Bureau of the Budget hinges on a controversy between the Chief of Engineers and the Department of the Interior on the designation of a part of the Big Walnut Valley as a national landmark.

In other words, if a compromise—flood control and natural area preservation—is not brought about, the people of Greencastle and down river will have to give up any hope for flood control and prepare a lot of sandbags for flood protection in the future.

Another serious consideration is the hope for the future of the natural area itself. If Congress adjourns without authorizing the Big Walnut Reservoir, then the land so admired for its stand of walnut trees, Canadian ewe trees, hemlock, and heron rookeries will remain in private ownership. It will remain closed to all but a select few.

It seems to me that flood control and conservation are compatible. All the other projects in Indiana have successfully combined flood control, wildlife preservation, recreation, and land conservation. The Big Walnut project is no exception.

I am concerned about the Big Walnut Valley and land and water for the future. If we adjourn without authorizing Big Walnut, then I will have to return to the people of the Wabash Valley area and say to them that they can expect many more years of flood damage, that water resources will be shortened in the future, and that the land in the Big Walnut Creek area remains in private ownership.

There appears to be no one force interested in mediating the controversy. Therefore, Greencastle citizens will need a lot of sandbags, and they will be forced to make up their own flood protection. The Federal Government is not interested.

Mr. MOSS. Mr. President, the omnibus rivers and harbors bill (S. 3710) before the Senate today contains two projects of considerable significance to my State of Utah. Both are in a sense reauthorization of projects which the Congress considered in the past in one form or another, and both were presented to the Senate Public Works Committee in the form of individual bills which I introduced.

The first project is Little Dell, Salt Lake City streams. This is an important flood control and municipal and industrial water project which has been delayed for almost 10 years by a series of decisions and events.

Little Dell was first proposed in 1955, 3 years after a disastrous flood had engulfed some of the city's main streets. In its original form, it was a flood control project only, and it was authorized in 1960.

However, the original plans were rejected by the Salt Lake City Commission, and a comprehensive study was initiated of both flood control and municipal and industrial water needs for the entire metropolitan area, with emphasis placed on long-range planning. The new project grew out of that study and will be far more beneficial to the city than the original project could possibly have been.

Pending is a bill which I introduced to authorize Little Dell. However, Little Dell has been included in this omnibus bill. The project will divert water from a number of creeks on the Salt Lake City watershed into a multiple-purpose reservoir at the Little Dell site on a tribu-

tary of Parley's Creek. The reservoir capacity will be about 50,000 acre-feet, and aside from flood control and municipal and industrial water, it will also provide recreation and fish and wildlife benefits. The total cost of the project is estimated at \$23,250,000 and it has a benefit-to-cost ratio of 1.8.

Little Dell is the type of project needed by a growing, expanding area like Metropolitan Salt Lake. We now have 450,000 people in the area—over 40 percent of the population of Utah. Our municipal needs will double by 1975. The water from Little Dell is ample to sustain a growth of 100,000 persons in the metropolitan area—without it we will face a shortage of a firm supply in less than 10 years.

The second Utah project in the bill is the reauthorization of the Weber River flood control project which was previously authorized in 1958. Unfortunately, Morgan County, where the project is located, was unable to raise the necessary funds to acquire the rights-of-way and to relocate utilities near Morgan City, both of which were necessary before the project could proceed. Therefore, the original authorization expired.

Now, however, the Utah Water and Power Board has undertaken to promote flood control development in Utah, and feels that the Weber River flood control project is vitally needed. The board is convinced that with more time the difficulties which prevented Morgan County from taking advantage of the Federal assistance in the past can be worked out. I feel that the county should have this additional time.

The bill before us today reauthorizes Weber River with an expiration date of April 16, 1972. The authorization will run out on that date unless local interests can furnish assurances satisfactory to the Secretary of the Army that the required local financial cooperation will be furnished. Total cost of the project is \$960,000.

Mr. President, both of the Utah projects in this bill are noncontroversial, and have wide support. I hope the bill will pass.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall the bill pass?

The bill (S. 3710) was passed.

Mr. RANDOLPH. Mr. President, I move that the vote by which the bill was passed be reconsidered.

Mr. MANSFIELD. Mr. President, I move that the motion to reconsider be laid on the table.

The motion to lay on the table was agreed to.

JUVENILE DELINQUENCY PREVENTION AND CONTROL ACT OF 1968

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar No. 1312, H.R. 12120. I do this so that the bill will become the pending business.

The PRESIDING OFFICER. The bill will be stated by title.

The LEGISLATIVE CLERK. H.R. 12120, to assist courts, correctional systems, and community agencies to prevent, treat,

and control juvenile delinquency; to support research and training efforts in prevention, treatment and control of juvenile delinquency and for other purposes.

The PRESIDING OFFICER. Is there objection to the present consideration of the bill?

There being no objection, the Senate proceeded to consider the bill which had been reported from the Committee on Labor and Public Welfare with an amendment, to strike out all after the enacting clause and insert:

That this Act may be cited as the "Juvenile Delinquency Prevention and Control Act of 1968".

FINDINGS AND PURPOSE

SEC. 2. The Congress finds that delinquency among youths constitutes a national problem which can be met by assisting and coordinating the efforts of public and private agencies engaged in combating the problem, by affording youths an opportunity to participate and be involved in efforts designed to assist them, and by increasing the number and extent of the services available for preventing and combating juvenile delinquency. It is, therefore, the purpose of this Act to help State and local communities strengthen their juvenile justice and juvenile aid systems, including courts, correctional systems, and law enforcement and other agencies which deal with juveniles, and to assist communities in providing diagnosis, treatment, rehabilitative, and preventive services to youths who are delinquent or in danger of becoming delinquent, to encourage the development of community-based rehabilitation and prevention programs in which youths are provided an opportunity for direct involvement, to provide assistance in the training of personnel employed or preparing for employment in occupations involving the provision of such services, to provide support for comprehensive planning, research activities, and information services in the field of juvenile delinquency and youth involvement, and to provide technical assistance in such field.

TITLE I—PLANNING AND PREVENTIVE AND REHABILITATIVE SERVICES

PART A—STATE AND LOCAL PLANNING AND STATE ASSISTANCE TO LOCALITIES

STATE AND LOCAL PLANNING

SEC. 101. (a) In order to encourage States and localities to prepare and adopt comprehensive plans covering their respective jurisdictions, based on a thorough evaluation of problems of juvenile delinquency and youths in danger of becoming delinquent in the State, the Secretary is authorized to make grants to any State or local public agency to assist in preparing or revising such a plan. No such grant may exceed 90 per centum of the cost of the planning with respect to which such grant is made.

(b) The Secretary may impose as a condition to any grants under this title within any State or locality that such planning be undertaken and that, where he deems it appropriate, a comprehensive plan or plans be prepared within a reasonable period.

GRANTS FOR PLANNING PROJECTS OR PROGRAMS

SEC. 102. The Secretary is authorized to make grants to any State, county, municipal, or other public or nonprofit private agency or organization to assist it in meeting the cost of planning any project or program for which a grant may be made under the other provisions of this title. No such grant may exceed 90 per centum of the cost of the planning with respect to which such grant is made.

PART B—REHABILITATIVE SERVICES

STATEMENT OF PURPOSE

SEC. 120. The purpose of this part is to assist courts, correctional institutions, law en-

90TH CONGRESS
2D SESSION

S. 3710

IN THE HOUSE OF REPRESENTATIVES

JULY 3, 1968

Referred to the Committee on Public Works

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. That the following works of improvement of
5 rivers and harbors and other waterways for navigation, flood
6 control, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-
9 ance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of sec-
2 tion 1 of the River and Harbor Act approved March 2, 1945
3 (Public Law Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects authorized in
5 this title; and the procedures therein set forth with respect
6 to plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9 NAVIGATION

10 Ipswich River, Massachusetts: House Document Num-
11 bered 265, Ninetieth Congress, at an estimated cost of \$616,-
12 000;

13 Fall River Harbor, Massachusetts and Rhode Island:
14 House Document Numbered 175, Ninetieth Congress, at an
15 estimated cost of \$8,762,000;

16 Bristol Harbor, Rhode Island: House Document Num-
17 bered 174, Ninetieth Congress, at an estimated cost of \$873,-
18 000;

19 Port Jefferson Harbor, New York: House Document
20 Numbered 277, Ninetieth Congress, at an estimated cost of
21 \$2,455,000;

22 Hempstead Harbor, New York: House Document Num-
23 bered 101, Ninetieth Congress, at an estimated cost of \$703,-
24 000;

25 Cooper River, Charleston Harbor, South Carolina:

1 Senate Document Numbered , Ninetieth Congress:
2 *Provided*, That nothing in this Act shall be construed as
3 authorizing the proposal of the Chief of Engineers set forth
4 in said document except that part of the recommendation
5 which provides for negotiations with the South Carolina
6 Public Service Authority to limit flows through Pinopolis
7 Dam. *Provided*, further that authority for such negotiations
8 shall not extend beyond April 1, 1976.

9 Miami Harbor, Florida: Senate Document Numbered
10 , Ninetieth Congress, at an estimated cost of \$6,476,000;

11 Atchafalaya River and Bayous Chene, Boeuf, and Black,
12 Louisiana: House Document Numbered 155, Ninetieth Con-
13 gress, at an estimated cost of \$8,645,000;

14 Red River Waterway, Louisiana, Texas, Arkansas, and
15 Oklahoma: House Document Numbered 304, Ninetieth
16 Congress, at an estimated cost of \$471,223,000: *Provided*,
17 That construction of the bank stabilization works in the reach
18 of the river extending from Index, Arkansas, to Denison
19 Dam, Texas, shall not be initiated until the President has
20 approved a report prepared by the Secretary of the Army
21 reexamining the Federal responsibility for such works;

22 Mississippi River-Gulf Outlet, Michoud Canal, Louisiana:
23 Senate Document Numbered , Ninetieth Congress, at
24 an estimated cost of \$1,300,000;

25 Wilson Harbor, New York: House Document Num-

bered 112, Ninetieth Congress, at an estimated cost of \$198,000;

Cattaraugus Creek Harbor, New York: House Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,315,000;

Hamlin Beach State Park, New York: House Document Numbered , Ninetieth Congress, at an estimated cost of \$500,000;

Forestville Harbor, Michigan: House Document Numbered 183, Ninetieth Congress, at an estimated cost of \$538,000;

Tawas Bay Harbor, Michigan: House Document Numbered 189, Ninetieth Congress, at an estimated cost of \$466,000;

Detroit River, Trenton Channel, Michigan: House Document Numbered 338, Ninetieth Congress, at an estimated cost of \$31,300,000;

Snohomish River (Everett Harbor), Washington: House Document Numbered , Ninetieth Congress, at an estimated cost of \$1,108,000;

Humboldt Harbor and Bay, California: House Document Number 330, Ninetieth Congress, at an estimated cost of \$2,430,000;

Port Hueneme, California: House Document Numbered , at an estimated Federal cost of \$1,000,000;

Ventura Marina, California: House Document Numbered , at an estimated Federal cost of \$1,540,000;

Kake Harbor, Alaska: Senate Document Numbered 70, Ninetieth Congress, at an estimated cost of \$1,760,000;

King Cove Harbor, Alaska: Senate Document Numbered 13, Ninetieth Congress, at an estimated cost of \$522,000;

Sergius and Whitestone Narrows, Alaska: Senate Document Numbered , Ninetieth Congress, at an estimated cost of \$3,030,000;

Coasts of Hawaiian Islands, Harbors for Light Draft Vessels; House Document Numbered , Ninetieth Congress, at an estimated cost of \$1,256,000.

BEACH EROSION

Brevard County, Florida: House Document Numbered —, Ninetieth Congress, at an estimated cost of \$680,000.

SEC. 102. The project for beach erosion control, Fort Pierce, Florida, authorized by the River and Harbor Act of 1965 (79 Stat. 1089, 1092) in accordance with the recommendations of the Chief of Engineers in House Document Numbered 84, Eighty-ninth Congress, is hereby modified to provide for construction of the project and periodic nourishment for ten years by the Secretary of the Army, acting through the Chief of Engineers. In addition to applicable requirements of local cooperation set forth in the aforementioned

1 report of the Chief of Engineers, local interests shall, prior
2 to construction, give assurances satisfactory to the Secretary
3 of the Army that they will—

4 (a) contribute in cash, either in a lump sum prior
5 to initiation of construction or in installments prior to
6 the start of pertinent work items in accordance with con-
7 struction or nourishment schedules, as determined by the
8 Chief of Engineers, all costs of initial construction and
9 periodic nourishment for ten years exclusive of costs
10 assigned to the Federal Government in the aforemen-
11 tioned recommendations of the Chief of Engineers; and

12 (b) hold and save the United States free from dam-
13 ages due to the construction works.

14 SEC. 103. (a) That section 2 of the Act entitled “An
15 Act authorizing the Secretary of War to sell and convey
16 to the town of Marmet, West Virginia, two tracts of land
17 to be used for municipal purposes”, approved July 8, 1942
18 (56 Stat. 651) is hereby amended by deleting the period
19 after the words “related municipal purposes” and insert-
20 ing thereafter the phrase “including firefighting facilities
21 and structures”.

22 (b) The Secretary of the Army is authorized and di-
23 rected to issue to the town of Marmet, West Virginia, with-
24 out monetary consideration therefor, such written instruments

1 as may be necessary to carry out the provisions of this
2 section.

3 SEC. 104. (a) That notwithstanding any other provision
4 of law, the Secretary of the Army or his designee, is author-
5 ized and directed to convey to the State of West Virginia,
6 subject to the terms and conditions hereinafter stated, and
7 to such other terms and conditions as the Secretary of the
8 Army, or his designee, shall deem to be in the public interest,
9 all right, title and interest of the United States in and to
10 certain real property, together with improvements thereon,
11 located at Ohio River locks and dams numbered 16, 19, 20,
12 and 21 in West Virginia as described in section 2 of this Act:
13 *Provided*, That no property shall be conveyed under author-
14 ity of this Act until these locks and dams have been deter-
15 mined by the Secretary to be in excess to the requirements of
16 the Department of the Army and suitable replacement facil-
17 ities are in operation under the Ohio River navigation mod-
18 ernization program: *Provided further*, That the Secretary
19 may make such prior disposition of such facilities and im-
20 provements on such lands as he deems to be in the best
21 interest of the United States.

22 (b) The real property authorized for conveyance by
23 section 1 of this Act comprise all or portions of such lands
24 and improvements as may be determined excess of four

1 lock and dam projects on the Ohio River in the State of
2 West Virginia and designated as, number 16 (Willow Island
3 Pool) in Tyler County, numbers 19 and 20 (Belleville Pool)
4 in Wood County, and number 21 (Racine Pool) in Jackson
5 County. The exact descriptions and acreage are to be deter-
6 mined by the Secretary by accurate surveys, the cost of
7 which is to be borne by the State of West Virginia.

8 (c) The conveyance authorized herein shall provide
9 that said property shall be used only for public park and
10 recreation purposes and such other uses directly related to
11 programs of the West Virginia Department of Natural Re-
12 sources, and if it ever ceases to be used for such purposes,
13 title to said property shall immediately revert to the United
14 States: *Provided further*, That any deed of conveyance shall
15 also be subject to and include the following additional terms
16 and conditions:

17 1. The State of West Virginia shall pay the United
18 States as consideration for the conveyance 50 per centum
19 of the current fair market value of the property as deter-
20 mined by the Secretary of the Army.

21 2. There shall be reserved to the United States
22 such flowage easements and rights-of-way for roads and
23 utility lines as the Secretary determines may be required
24 for other navigation projects.

25 3. Such other restrictions, terms, and conditions as

1 the Secretary deems necessary to protect the interests of
2 the United States.

3 (d) Any moneys paid for the conveyances referred to
4 herein shall be covered into the United States Treasury as
5 miscellaneous receipts.

6 SEC. 105. (a) That the Secretary of the Army shall
7 convey, without monetary consideration, to the city of
8 Buffalo, New York, all right, title, and interest of the United
9 States in and to certain real property underlying Lake Erie
10 containing approximately 46.01 acres and more particularly
11 described in section 2 of this Act, on condition that such real
12 property be used for public park and recreational develop-
13 ment purposes and if such property shall ever cease to be
14 used for such purposes, title thereto shall revert to the United
15 States.

16 (b) The real property referred to in this section is more
17 particularly described as follows:

18 (1) PARCEL E.—Beginning at the point of intersection
19 of the south line of outer lot 39 prolonged and the shoreline
20 of Lake Erie as established in 1846, which point bears south
21 68 degrees 28 minutes west, a distance of 140 feet, more or
22 less, from United States Monument (No. 7) which monu-
23 ment is the southeasterly corner of the said outer lot 39;

24 thence southwesterly at right angles with the estab-

1 lished harbor line 1,140 feet, more or less, to the said
2 harbor line;

3 thence northwesterly along said harbor line 1,310
4 feet, more or less, to the point of intersection of said har-
5 bor line and a line at right angles thereto passing
6 through the point of intersection of the shoreline of Lake
7 Erie in 1846 and a line 330 feet northerly at right
8 angles from and parallel with the south line of outer lot
9 36;

10 thence northeasterly at right angles with said harbor
11 line 1,115 feet, more or less, to the shoreline of Lake
12 Erie in 1846;

13 thence southeasterly along said shoreline of Lake
14 Erie 1,320 feet, more or less, to the point of beginning
15 containing 34.04 acres, more or less.

16 (2) PARCEL C-B.—Beginning at the point of intersec-
17 tion of the shoreline of Lake Erie with the northerly line of
18 land deeded to the United States Government, October 21,
19 1846, said line also extending in a due east and west direc-
20 tion and passing through the northwest corner of outer lot 36
21 (United States Monument No. 2), said point of beginning
22 being also 480 feet, more or less, west of the said northwest
23 corner of outer lot 36;

24 thence southeasterly along said shoreline of Lake
25 Erie in 1846 a distance of 470 feet, more or less, to the

1 intersection with a line 330 feet northly at right angles
2 from and parallel with the south line of lot 36, said line
3 being also the north line of lands deeded to the United
4 States Government, September 25, 1847;

5 thence southwesterly at right angles to established
6 harbor line 1,115 feet, more or less, to the established
7 harbor line;

8 thence northwesterly along said harbor line 465
9 feet, more or less, to the point of intersection of said
10 harbor and a line at right angles thereto passing through
11 the point of intersection of the shoreline of Lake Erie in
12 1846 and the line extending in a due east and west direc-
13 tion and passing through the northwest corner of outer
14 lot 36;

15 thence easterly at right angles to established harbor
16 line 1,115 feet, more or less, to the shoreline of Lake
17 Erie in 1846, which is the above referenced point of
18 beginning, containing 11.97 acres, more or less.

19 (c) Any deed of conveyance made pursuant to this
20 Act shall reserve to the United States, so long as may be
21 required, the right to use such lands for a spoil disposal
22 area for materials dredged from the Buffalo Harbor Project,
23 including the right to place structures thereon and to per-
24 form all other actions incident to such use, together with the
25 rights of ingress and egress thereto. Further, said deed shall

1 contain such additional terms and conditions as may be
2 determined by the Secretary of the Army to be necessary
3 to protect the interest of the United States.

4 SEC. 106. (a) That the Chief of Engineers, Department
5 of the Army, under the direction of the Secretary of the
6 Army, shall make an appraisal investigation and study, in-
7 cluding a review of any previous relevant studies and reports,
8 of the Atlantic, Gulf, and Pacific coasts of the United States,
9 the coasts of Puerto Rico and the Virgin Islands, and the
10 shorelines of the Great Lakes, including estuaries and bays
11 thereof, for the purpose of (1) determining areas along such
12 coasts and shorelines where significant erosion occurs; (2)
13 identifying those areas where erosion presents a serious prob-
14 lem because the rate of erosion, considered in conjunction
15 with economic, industrial, recreational, agricultural, naviga-
16 tional, demographic, ecological, and other relevant factors,
17 indicates that action to halt such erosion may be justified;
18 (3) describing generally the most suitable type of remedial
19 action for those areas that have a serious erosion problem;
20 (4) providing preliminary cost estimates for such remedial
21 action; (5) recommending priorities among the serious prob-
22 lem areas for action to stop erosion; (6) providing State
23 and local authorities with information and recommendations
24 to assist the creation and implementation of State and local
25 coast and shoreline erosion programs; (7) developing rec-

1 ommended guidelines for land use regulation in coastal areas
2 taking into consideration all relevant factors; and (8) identi-
3 fying coastal areas where title uncertainty exists. The Secre-
4 tary of the Army shall submit to the Congress, as soon as
5 practicable, but not later than three years after the date
6 of enactment of this Act, the results of such appraisal investi-
7 gation and study, together with his recommendations. The
8 views of concerned local, State, and Federal authorities and
9 interests will be taken into account in making such appraisal
10 investigation and study.

11 (b) There are authorized to be appropriated such
12 amounts, not to exceed \$1,000,000, as may be necessary to
13 carry out the provisions of this section.

14 SEC. 107. That the projects for the Illinois Waterway
15 and Grand Calumet River, Illinois and Indiana (Calumet-
16 Sag navigation project), authorized by the River and Harbor
17 Act of July 24, 1946, are hereby modified substantially in
18 accordance with the recommendations of the Chief of Engi-
19 neers in House Document Numbered 45, Eighty-fifth Con-
20 gress, insofar as they apply to existing highway bridges in
21 Part II: Grand Calumet River and Indiana Harbor Canal,
22 at an estimated cost of \$33,265,000.

23 SEC. 108. (a) Steele Bayou, in Warren, Issaquena,
24 Sharkey, and Washington Counties, Mississippi, Washington
25 Bayou, in Issaquena and Washington Counties, Mississippi,

1 and Lake Washington, in Washington County, Mississippi,
2 are hereby declared to be nonnavigable within the meaning
3 of the laws of the United States.

4 (b) The project for navigation on Steele Bayou, Wash-
5 ington Bayou, and Lake Washington, authorized by the
6 River and Harbors Acts of July 5, 1884, August 5, 1886,
7 and June 25, 1910, is hereby deauthorized.

8 SEC. 109. Section 313 of the Act approved October
9 27, 1965 (79 Stat. 1073), is amended by deleting the date
10 "June 30, 1968" and substituting in lieu thereof "June
11 30, 1969".

12 SEC. 110. The Secretary of the Army, acting through
13 the Chief of Engineers, is authorized and directed to review
14 the requirements of local cooperation for the Quachita and
15 Black Rivers navigation project, authorized by the River and
16 Harbor Act of 1950, as amended, with particular reference
17 to Federal and non-Federal cost sharing, and he shall report
18 the findings of such review to Congress within one year after
19 the date of enactment of this Act.

20 SEC. 111. (a) That the Secretary of the Army, acting
21 through the Chief of Engineers, is authorized to enter into
22 agreements with non-Federal public bodies providing for the
23 removal of drift and other debris from public harbors and
24 associated channels under the jurisdiction of the Department

1 of the Army, and from adjacent land areas up to the line of
2 ordinary high water.

3 (b) Each such agreement shall provide that:

4 (1) The Secretary of the Army, acting through the
5 Chief of Engineers, shall collect drift and other debris, and
6 transport it by water to agreed upon staging or disposal
7 areas.

8 (2) The non-Federal public body shall (a) provide the
9 necessary staging or disposal areas; (b) provide and operate
10 any agreed upon facilities for the disposal, including incinera-
11 tion, of the collected materials, such incineration to be in
12 accordance with applicable air pollution standards; (c) take
13 measures satisfactory to the Secretary of the Army providing
14 for the removal or repair of deteriorated docks, piers, slips,
15 and other port facilities which may contribute to the drift and
16 other debris to be removed; (d) establish regulations satis-
17 factory to the Secretary of the Army preventing the dumping
18 of trash, garbage, or other debris into the harbor or into
19 streams or onto adjoining land areas from which such mate-
20 rial would be carried into the area covered by the agreement,
21 and providing for maintenance and operation of port facilities
22 in such a manner as to prevent the deposition of drift and
23 other debris.

1 (3) Each such agreement may also include such other
2 terms and conditions as the Secretary deems appropriate.

3 (c) The Federal participation in the program authorized
4 in this Act shall be financed from funds appropriated to the
5 Department of the Army for operation and maintenance of
6 flood control and river and harbor works.

7 (d) The provisions of this Act shall not be applicable to
8 any Federal project heretofore authorized for the removal
9 and disposal of drift and other debris from harbors and
10 channels.

11 SEC. 112. The Secretary of the Army is hereby author-
12 ized and directed to cause surveys to be made at the follow-
13 ing locations and subject to all applicable provisions of section
14 110 of the River and Harbor Act of 1950:

15 Back River, Maryland, from Chesapeake Bay to the
16 city of Baltimore's waste water treatment plants.

17 The nature and scope of the problems which result
18 from stream bank erosion throughout the United States;
19 the reports thereon to be accompanied by findings as to
20 the need for, and the feasibility of, a coordinated Federal
21 program of stream bank stabilization in the interest of
22 reducing damages resulting from the deposition of sedi-
23 ments in reservoirs and waterways, and the destruction
24 of channels and adjacent lands, including consideration of
25 local participation in such a program.

1 SEC. 113. Title I of this Act may be cited as the “River
2 and Harbor Act of 1968”.

3 TITLE II—FLOOD CONTROL

4 SEC. 201. Section 3 of the Act approved June 22,
5 1936 (Public Law Numbered 738, Seventy-fourth Con-
6 gress), as amended by section 2 of the Act approved June
7 28, 1938 (Public Law Numbered 761, Seventy-fifth Con-
8 gress), shall apply to all works authorized in this title
9 except that for any channel improvement or channel rectifi-
10 cation project, provisions (a), (b), and (c) of section 3
11 of said Act of June 22, 1936, shall apply thereto,
12 except as otherwise provided by law: *Provided*, That the
13 authorization for any flood control project herein adopted
14 requiring local cooperation shall expire five years from the
15 date on which local interests are notified in writing by the
16 Secretary of the Army or his designee of the requirements of
17 local cooperation, unless said interests shall within said time
18 furnish assurances satisfactory to the Secretary of the Army
19 that the required cooperation will be furnished.

20 SEC. 202. The provisions of section 1 of the Act of
21 December 22, 1944 (Public Law Numbered 534, Seventy-
22 eighth Congress, second session), shall govern with respect
23 to projects authorized in this Act, and the procedures therein
24 set forth with respect to plans, proposals, or reports for

1 works of improvement for navigation or flood control and
2 for irrigation and purposes incidental thereto shall apply as
3 if herein set forth in full.

4 SEC. 203. The following works of improvement for the
5 benefit of navigation and the control of destructive flood-
6 waters and other purposes are hereby adopted and author-
7 ized to be prosecuted under the direction of the Secretary
8 of the Army and supervision of the Chief of Engineers
9 in accordance with the plans in the respective reports here-
10 inafter designated and subject to the conditions set forth
11 therein: *Provided*, That the necessary plans, specifications,
12 and preliminary work may be prosecuted on any project
13 authorized in this title with funds from appropriations here-
14 after made for flood control so as to be ready for rapid
15 inauguration of a construction program: *Provided further*,
16 That the projects authorized herein shall be initiated as
17 expeditiously and prosecuted as vigorously as may be con-
18 sistent with budgetary requirements. Penstocks and other
19 similar facilities adapted to possible future use in the devel-
20 opment of hydroelectric power shall be installed in any
21 dam authorized in this Act for construction by the Depart-
22 ment of the Army when approved by the Secretary of the
23 Army on the recommendation of the Chief of Engineers and
24 the Federal Power Commission.

CONNECTICUT RIVER BASIN

The project for the Beaver Brook Dam and Reservoir, Beaver Brook, New Hampshire, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 68, Ninetieth Congress, at an estimated cost of \$1,185,000.

The project for flood protection on Park River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 43, Ninetieth Congress, at an estimated cost of \$30,300,000.

LONG ISLAND SOUND

The project for flood protection on Norwalk River, Connecticut and New York, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 51, Ninetieth Congress, at an estimated cost of \$2,700,000.

DELAWARE-ATLANTIC COASTAL AREA

The project for hurricane-flood protection and beach erosion control along the Delaware Coast from Cape Henlopen to Fenwick Island, at the Delaware-Maryland State Line, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document

1 Numbered , Ninetieth Congress, at an estimated cost
2 of \$5,584,000.

3 RAPPAHANNOCK RIVER BASIN

4 The project for the Salem Church Dam and Reservoir
5 Rappahannock River, Virginia, is hereby modified substan-
6 tially in accordance with the recommendations of the Chief
7 of Engineers in Senate Document Numbered 37, Ninetieth
8 Congress, at an estimated cost of \$79,500,000.

9 CAPE FEAR RIVER BASIN

10 The project for the Randleman Dam and Reservoir,
11 Deep River, North Carolina, is hereby authorized substan-
12 tially in accordance with the recommendations of the Chief
13 of Engineers in Document Numbered , Ninetieth
14 Congress, at an estimated cost of \$19,463,000.

15 The project for the Howards Mill Dam and Reservoir,
16 Deep River, North Carolina, is hereby authorized substan-
17 tially in accordance with the recommendations of the Chief
18 of Engineers in Document Numbered , Ninetieth
19 Congress, at an estimated cost of \$12,460,000.

20 SOUTH ATLANTIC COASTAL AREA

21 The project for beach erosion control and hurricane flood
22 protection of Dade County, Florida, is hereby authorized
23 substantially in accordance with the recommendations of
24 the Chief of Engineers in House Document Numbered 335,
25 Ninetieth Congress, at an estimated cost of \$11,805,000.

HILLSBOROUGH BAY, FLORIDA

The project for hurricane-flood control protection on Hillsborough Bay, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 313, Ninetieth Congress, at an estimated cost of \$9,909,000: *Provided*, That construction of the barrier across Hillsborough Bay shall not be undertaken until the Chief of Engineers completes further detailed studies covering related water resource problems, including a comprehensive model study of the entire Tampa Bay area.

PASCAGOULA RIVER BASIN

The project for the Tallahala Creek Dam and Reservoir, Tallahala Creek, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 143, Ninetieth Congress, to an estimated cost of \$16,360,000.

LOWER MISSISSIPPI RIVER BASIN

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items:

(a) The project for the St. Francis River Basin, Arkansas and Missouri, authorized by the Flood Control Act ap-

1 proved June 15, 1936 (Public Law 74-678) , as modified by
2 subsequent Acts of Congress, including the Flood Control Act
3 of 1965. Public Law 89-298 is hereby further modified to
4 provide that the requirements of local cooperation for the
5 improvements authorized in the Flood Control Act of 1965,
6 shall conform to those requirements for local cooperation
7 in the Saint Francis River Basin authorized in previous Acts
8 of Congress, substantially as recommended by the Chief of
9 Engineers in Senate Document Numbered 11, Ninetieth
10 Congress.

11 (b) Improvements in the Boeuf and Tensas Rivers and
12 Bayou Macon Basin to divert flows that would otherwise
13 enter Lake Chicot, Arkansas, substantially in accordance
14 with the recommendations of the Chief of Engineers in
15 House Document Numbered 168, Ninetieth Congress, at an
16 estimated cost of \$15,240,000.

17 (c) Improvements in the Belle Fountain ditch and
18 tributaries, Missouri, and Drainage District Number 17,
19 Arkansas, substantially in accordance with the recommenda-
20 tions of the Chief of Engineers in House Document Num-
21 bered 339, Ninetieth Congress, at an estimated cost of
22 \$4,638,000.

23 (d) Yazoo River, Mississippi. House Document Num-
24 bered , Ninetieth Congress, at an estimated cost of
25 \$52,147,000.

WHITE RIVER BASIN

The project for flood protection on Crooked Creek at and in the vicinity of Harrison, Arkansas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 28, Ninetieth Congress, at an estimated cost of \$2,840,000.

BRAZOS RIVER BASIN

The project for the Aquilla Dam and Reservoir, Aquilla Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 52, Ninetieth Congress, at an estimated cost of \$23,612,000.

NAVASOTA RIVER BASIN

The project for flood protection on the Navasota River, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered , Ninetieth Congress, at an estimated cost of \$119,707,000: *Provided*, That construction of the Navasota Numbered 2 Reservoir shall not be initiated until the President has approved a report prepared by the Secretary of the Army reexamining the basis on which the project was formulated.

CLEAR CREEK, TEXAS

The project for flood protection on Clear Creek, Texas, is hereby authorized substantially in accordance with the

1 recommendations of the Chief of Engineers in House Docu-
2 ment Numbered , Ninetieth Congress, at an estimated
3 cost of \$12,600,000.

4 PECAN BAYOU, TEXAS

5 The project for flood protection on Pecan Bayou, Texas,
6 is hereby authorized substantially in accordance with the
7 recommendations of the Chief of Engineers in House Docu-
8 ment Numbered , Ninetieth Congress at an estimated
9 cost of \$24,861,000.

10 GULF OF MEXICO

11 The project for hurricane-flood control at Texas City and
12 vicinity, Texas, is hereby authorized substantially in ac-
13 cordance with the recommendations of the Chief of Engi-
14 neers in House Document Numbered 187, Ninetieth Con-
15 gress, at an estimated cost of \$10,990,000.

16 UPPER MISSISSIPPI RIVER BASIN

17 The project for flood protection on the Mississippi River
18 from Cassville, Wisconsin, to mile 300, is hereby authorized
19 substantially in accordance with the recommendations of the
20 Chief of Engineers in House Document Numbered ,
21 Ninetieth Congress at an estimated cost of \$21,300,000.

22 The project for flood protection of State Road and Ebner
23 Coulees, city of La Crosse and Shelby Township, Wisconsin,
24 is hereby authorized substantially in accordance with the rec-
25 ommendations of the Chief of Engineers in House Document

1 Numbered , Ninetieth Congress at an estimated cost of
2 \$6,849,000.

3 The project for flood protection on the South Branch of
4 the Wild Rice River and Felton Ditch, Minnesota, is hereby
5 authorized substantially in accordance with the recommenda-
6 tions of the Chief of Engineers in House Document Num-
7 bered 98, Ninetieth Congress, at an estimated cost of
8 \$1,230,000.

9 OHIO RIVER BASIN

10 The project for flood protection and other purposes in
11 the Wabash River Basin, Illinois, Indiana, and Ohio, is
12 hereby authorized substantially in accordance with the rec-
13 ommendations of the Chief of Engineers in Senate Document
14 Numbered , Ninetieth Congress, at an estimated cost of
15 \$115,740,000.

16 The project for flood protection on the Ohio River in
17 Southwestern Jefferson County, Kentucky, is hereby au-
18 thorized substantially in accordance with the recommenda-
19 tions of the Chief of Engineers in House Document Num-
20 bered 340, Ninetieth Congress, at an estimated cost of
21 \$19,800,000.

22 The project for the Utica Dam and Reservoir and flood
23 protection at Newark, Licking River Basin, Ohio, is hereby
24 authorized substantially in accordance with the recommenda-
25 tions of the Chief of Engineers in House Document Num-

bered 337, Ninetieth Congress, at an estimated cost of \$32,953,000.

The project for the Devils Jumps Dam and Reservoir, Big South Fork of the Cumberland River, Kentucky and Tennessee, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 175, Eighty-seventh Congress, at an estimated cost of \$151,000,000.

MISSOURI RIVER BASIN

The project for the Bear Creek Dam and Reservoir, South Platte River, Colorado, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered , Ninetieth Congress, at an estimated cost of \$32,314,000.

The project for flood protection on the Big Sioux River at and in the vicinity of Sioux City, Iowa and South Dakota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered , Ninetieth Congress, at an estimated cost of \$2,750,000: *Provided*, That, with respect to that portion of the project above Sioux City, Iowa, approved in accordance with House Document Numbered 199, Eighty-eighth Congress, in the Flood Control Act of 1965 (Public Law 89-298), there shall be mutual agreement between the States of Iowa and South Dakota on a flood control plan and

1 a plan for mitigation of fish and wildlife losses with respect
2 to said portion within three months following completion of
3 the reservoir study for the upper basin of the Big Sioux River
4 and the Rock River now underway and receipt of copies of
5 said report by the Governors of the States of Iowa and South
6 Dakota: *And provided further*, That if said mutual agree-
7 ment is not reached within said time, approval of said flood
8 control plan and plan for mitigation of fish and wildlife losses
9 shall be made by a committee consisting of one representative
10 each appointed by the Chief of Engineers, the Secretary of
11 Interior, and the Secretary of Agriculture.

12 The project for flood protection and other purposes in
13 the Papillion Creek Basin, Nebraska, is hereby authorized
14 substantially in accordance with the recommendations of the
15 Chief of Engineers in House Document Numbered ,
16 Ninetieth Congress, at an estimated cost of \$26,800,000.

17 The project for the Davids Creek Dam and Reservoir,
18 Nishnabotna River, Iowa, is hereby authorized substantially
19 in accordance with the recommendations of the Chief of En-
20 gineers in House Document Numbered 142, Ninetieth Con-
21 gress, at an estimated cost of \$2,040,000.

22 The project for flood control and other purposes on the
23 Little Blue River in the vicinity of Kansas City, Missouri, is
24 hereby authorized substantially in accordance with the rec-
25 ommendations of the Chief of Engineers in House Document

1 Numbered 169, Ninetieth Congress, at an estimated cost of
2 \$38,492,000.

3 The second paragraph under the heading "Missouri River
4 Basin" of the Act entitled "An Act authorizing additional
5 appropriations for the prosecution of comprehensive plans for
6 certain river basins", approved December 30, 1963 (77
7 Stat. 840), is hereby amended to read as follows:

8 "The comprehensive plan for flood control and other
9 purposes in the Missouri River Basin, authorized by the
10 Flood Control Act of June 28, 1938, as amended and sup-
11 plemented, is further modified to include such bank protection
12 or rectification works at or below the Garrison Reservoir as in
13 the discretion of the Chief of Engineers and the Secretary of
14 the Army may be found necessary, at an estimated cost of
15 \$7,040,000."

16 JORDAN RIVER BASIN

17 The project for the Little Dell Dam and Reservoir, Salt
18 Lake City Streams, Utah, is hereby modified substantially in
19 accordance with the recommendations of the Chief of Engi-
20 neers in Senate Document Numbered 53, Ninetieth Con-
21 gress, at an estimated cost of \$22,664,000.

22 SACRAMENTO RIVER BASIN

23 The project for flood protection on the Feather River at
24 Chester, California, is hereby authorized substantially in
25 accordance with the recommendations of the Chief of Engi-

1 neers in House Document Numbered 314, Ninetieth Con-
2 gress, at an estimated cost of \$940,000.

3 SANTA ANA RIVER BASIN

4 The project for flood protection, and other purposes on
5 Cucamonga Creek, California, is hereby authorized substan-
6 tially in accordance with the recommendations of the
7 Chief of Engineers in House Document Numbered 323,
8 Ninetieth Congress, at an estimated cost of \$26,300,000.

9 SAN FRANCISCO BAY AREA

10 The project for flood control on Alhambra Creek, Cali-
11 fornia, is hereby authorized substantially in accordance with
12 the recommendations of the Chief of Engineers in House
13 Document Numbered 336, Ninetieth Congress, at an es-
14 timated cost of \$8,000,000.

15 SWEETWATER RIVER BASIN

16 The project for flood control on the Sweetwater River,
17 California, is hereby authorized substantially in accordance
18 with the recommendations of the Chief of Engineers in
19 House Document Numbered 148, Ninetieth Congress, at an
20 estimated cost of \$4,900,000.

21 TANANA RIVER BASIN

22 The project for flood control in the Tanana River Basin
23 in the vicinity of Fairbanks, Alaska, is hereby modified sub-
24 stantially in accordance with the recommendations of the
25 Chief of Engineers in Senate Document Numbered ,

1 Ninetieth Congress, at an estimated additional cost of
2 \$111,700,000.

3 IAO STREAM, HAWAII

4 The project for flood protection and other purposes on
5 Iao Stream, Hawaii, is hereby authorized substantially in
6 accordance with the recommendations of the Chief of Engi-
7 neers in House Document Numbered 151, Ninetieth Con-
8 gress, at an estimated cost of \$1,660,000.

9 SEC. 204. The Secretary of the Army, acting through
10 the Chief of Engineers, is authorized to provide such school
11 facilities as he may deem necessary for the education of
12 dependents of persons engaged in the construction of the
13 Dworshak Dam and Reservoir project, Idaho, and to pay for
14 the same from any funds available for such project. When he
15 determines it to be in the public interest, the Secretary, act-
16 ing through the Chief of Engineers, may enter into coopera-
17 tive arrangements with local and Federal agencies for the
18 operation of such Government facilities, for the expansion
19 of local facilities at Federal expense, and for contributions
20 by the Federal Government to cover the increased cost to
21 local agencies of providing the educational services required
22 by the Government.

23 SEC. 205. That, notwithstanding the first proviso in
24 section 201 of the Act entitled "An Act authorizing the
25 construction, repair, and preservation of certain public

1 works on rivers and harbors for navigation, flood control,
2 and for other purposes", approved July 3, 1958 (72 Stat.
3 305), the authorization in section 203 of such Act of
4 projects for local protection on the Weber River, Utah, shall
5 expire on April 16, 1972, unless local interests shall before
6 such date furnish assurances satisfactory to the Secretary of
7 the Army that the required local cooperation in such project
8 will be furnished.

9 SEC. 206. That, notwithstanding the first proviso in sec-
10 tion 201 of the Act entitled "An Act authorizing the con-
11 struction, repair, and preservation of certain public works on
12 rivers and harbors for navigation, flood control, and for other
13 purposes", approved July 3, 1958 (72 Stat. 305), the au-
14 thorization in section 203 of such Act of projects for local
15 protection on the Pecos River at Carlsbad, New Mexico, shall
16 expire on May 19, 1972, unless local interests shall before
17 such date furnish assurances satisfactory to the Secretary of
18 the Army that the required local cooperation in such project
19 will be furnished.

20 SEC. 207. The project for flood protection on the Gila
21 River below Painted Rock Reservoir, Arizona, authorized
22 by the Flood Control Act of 1962 (76 Stat. 1180, 1190),
23 substantially in accordance with the recommendations of the
24 Chief of Engineers in Senate Document Numbered 116,
25 Eighty-seventh Congress, is hereby modified to provide

1 that local cooperation shall consist of the requirements that,
2 prior to construction, local interests give assurances satis-
3 factory to the Secretary of the Army that they will: (a)
4 make a cash contribution of \$700,000, to be paid either in
5 a lump sum prior to initiation of construction or in install-
6 ments prior to the start of pertinent work items in accord-
7 ance with construction schedules, as determined by the Chief
8 of Engineers: *Provided*, That the reasonable value, as de-
9 termined by the Chief of Engineers, of any lands, ease-
10 ments, rights-of-way, and relocations, furnished by the local
11 interests shall be deducted from the required cash contribu-
12 tion; (b) Hold and save the United States free from dam-
13 ages due to the construction works; (c) Maintain and oper-
14 ate all works after completion in accordance with regula-
15 tions prescribed by the Secretary of the Army.

16 SEC. 208. (a) Whenever any State, or any agency or
17 instrumentality of a State or local government, or any non-
18 profit incorporated body organized or chartered under the
19 law of the State in which it is located, or any nonprofit
20 association or combination of such bodies, agencies or in-
21 strumentalities, shall undertake to secure any lands or in-
22 terests therein as a site for the resettlement of families,
23 individuals, and business concerns displaced by a river and
24 harbor improvement, flood control or other water resource
25 project duly authorized by Congress, and when it has been

1 determined by the Secretary of the Army that the State is
2 unable to acquire necessary lands or interests in lands or
3 is unable to acquire such lands or interests in lands with
4 sufficient promptness, the Secretary, upon the request of the
5 Governor of the State in which such site is located, and after
6 consultation with appropriate Federal, State, interstate, re-
7 gional, and local departments and agencies, is authorized, in
8 the name of the United States and prior to the approval of
9 title by the Attorney General, to acquire, enter upon, and take
10 possession of such lands or interests in lands by purchase, do-
11 nation, condemnation or otherwise in accordance with the
12 laws of the United States (including the Act of February 26,
13 1931 (46 Stat. 1421)) : *Provided*, That unless otherwise
14 authorized by law, all expenses of said acquisition and any
15 award that may be made under a condemnation proceeding,
16 including costs of examination and abstract of title, certificate
17 of title, appraisal, advertising, and any fees incident to
18 acquisition, shall be paid by such State or body, agency or
19 instrumentality from any available funds, regardless of source.
20 Pending such payment, the Secretary may expend from any
21 funds heretofore or hereafter appropriated for the project
22 occasioning such acquisition such sums as may be necessary
23 to carry out this section. To secure payment, the Secretary
24 may require any such State or agency, body or instrumen-
25 tality to execute a proper bond in such amount as he may

1 deem necessary before acquisition is commenced. Any sums
2 paid to the Secretary by any such State or agency, body or
3 instrumentality shall be deposited in the Treasury to the
4 credit of the appropriation for such project.

5 (b) No acquisition shall be undertaken under the au-
6 thority of this section unless the Secretary has determined,
7 after consultation with appropriate Federal, State, and local
8 governmental agencies that (1) the development of a site
9 is necessary in order to alleviate hardships to displaced per-
10 sons; (2) the location of the site is suitable for develop-
11 ment in relation to present or potential sources of employ-
12 ment; and (3) a plan for development of the site has been
13 approved by appropriate local governmental authorities in
14 the area or community in which such site is located.

15 (c) The Secretary is further authorized and directed
16 by proper deed, executed in the name of the United States,
17 to convey any lands or interests in land acquired in any
18 State under the provisions of this section, to the State, or such
19 public or private nonprofit body, agency or institution in the
20 State as the Governor may prescribe, upon such terms and
21 conditions as may be agreed upon by the Secretary, the Gov-
22 ernor, and the agency to which the conveyance is to be made.

23 SEC. 209. (a) No provision of law heretofore or here-
24 after enacted which limits the number of persons who may
25 be appointed as full-time civilian employees, or temporary

1 and part-time employees, in the executive branch of the
2 Government shall apply to employees of the Tennessee Val-
3 ley Authority engaged in its power program and paid ex-
4 clusively from other than appropriated funds. In applying
5 any such provision of law to other departments and agencies
6 in the executive branch, the number of such employees of
7 the Tennessee Valley Authority shall not be taken into
8 account.

9 (b) No provision of law that seeks to limit expenditures
10 and net lending during the fiscal year ending on June 30,
11 1969, under the Budget of the United States Government,
12 shall apply to expenditures by the Tennessee Valley Au-
13 thority out of the proceeds from its power operations, from
14 the sale of any power program assets, or from power revenue
15 bonds, notes, or other evidences of indebtedness.

16 SEC. 210. The Secretary of the Army is hereby author-
17 ized and directed to cause surveys for flood control and allied
18 purposes, including channel and major drainage improve-
19 ments, and floods aggravated by or due to wind or tidal
20 effects, to be made under the direction of the Chief of En-
21 gineers, in drainage areas of the United States and its terri-
22 torial possessions, which include the localities specifically
23 named in this section. After the regular or formal reports
24 made on any survey authorized by this section are submitted

1 to Congress, no supplemental or additional report or estimate
2 shall be made unless authorized by law except that the Secre-
3 tary of the Army may cause a review of any examination or
4 survey to be made and a report thereon submitted to Con-
5 gress, if such review is required by the national defense or by
6 changed physical or economic conditions.

7 Burnett, Crystal, and Scotts Bays and vicinity, Bay-
8 town, Texas, in the interest of flood control, drainage,
9 and related water and land resources, including specifi-
10 cally the problems of general subsidence of the area and
11 flood problems created thereby.

12 Streams at and in the vicinity of the Spring Moun-
13 tain Youth Camp, Spring Mountain Range, Nevada, in
14 the interest of flood control, bank erosion control, and
15 allied purposes.

16 Virgin River, at and in the vicinity of Bunkerville,
17 Mesquite, and Riverside, Nevada, in the interest of flood
18 control, bank erosion control, and allied purposes.

19 Cuyahoga River from Upper Kent to Portage Trail
20 in Cuyahoga Falls, Ohio, in the interest of flood control,
21 pollution abatement, low flow regulation, and other allied
22 water purposes.

23 Kalihi Stream, Honolulu, Oahu, Hawaii.

SEC. 211. Title II of this Act may be cited as the
“Flood Control Act of 1968”.

TITLE III—RIVER BASIN MONETARY
AUTHORIZATIONS

SEC. 301. That, (a) in addition to previous authoriza-
tions, there is hereby authorized to be appropriated for the
prosecution of the comprehensive plan of development of
each river basin under the jurisdiction of the Secretary of
the Army referred to in the first column below, which was
basically authorized by the Act referred to by date of en-
actment in the second column below, an amount not to
exceed that shown opposite such river basin in the third
column below:

Basin	Act of Congress	Amount
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and Southern Florida.....	June 30, 1948	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	June 28, 1938	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Ouachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	June 28, 1938	2,000,000

(b) The total amount authorized to be appropriated by
this section shall not exceed \$466,000,000.

SEC. 302. In addition to the previous authorization, the
completion of the system of flood control reservoirs on the
West Branch Susquehanna River, Pennsylvania, authorized

1 by the Flood Control Act of 1954, is hereby authorized at
2 an estimated cost of \$3,000,000.

3 SEC. 303. Title III of this Act may be cited as the
4 "River Basin Monetary Authorization Act of 1968".

Passed the Senate July 2, 1968.

Attest:

FRANCIS R. VALEO,

Secretary.

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

JULY 3, 1968

Referred to the Committee on Public Works

DIGEST of Congressional Proceedings

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C. 20250
OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(FOR INFORMATION ONLY;
NOT TO BE QUOTED OR CITED)

Issued July 11, 1968
For actions of July 10, 1968
90th-2nd; No. 118

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HIGHLIGHTS: House received conference report on Interior appropriation bill. House committee reported co-op tax exemption bill. House passed housing bill. House Rules Committee cleared supergrades and pine-gum price support bills. Senate passed dairy indemnity bill. Senate passed wilderness bills. Senate committee voted to report farm bill. Senate committee voted to report measure to establish commission on hunger.

HOUSE

1. APPROPRIATIONS. Received the conference report on H. R. 17354, the Interior and related agencies appropriation bill (H. Rept. 1664). A table reflecting conferees' action on items relating to Forest Service is attached to this Digest.
2. HOUSING. Passed with amendment S. 3497, the housing bill (pp. H6198-302, H6197-8). Agreed to an amendment by Rep. Stephens to establish the Self-Help Housing Land Development Fund to be used as a revolving fund. Rep. Stephens stated the purpose of the amendment "is to provide some guidance through the Farmers Home Administration for the people who are planning to provide self-help housing for themselves" and the amount of money involved is \$1 million for the first year, \$2 million for the second year" (pp. H6223-5). A motion by Rep. Brock to recommit the bill was rejected by a vote of 217-193 (pp. H6265-6). Conferees were appointed (p. H6302). A similar bill, H. R. 17989, passed earlier with amendments by a vote of 295-114, was tabled.
3. COOPERATIVES. The Interstate and Foreign Commerce Committee reported without amendment S. 752, to amend the Interstate Commerce Act to clarify exemptions with respect to transportation performed by agricultural cooperative associations for nonmembers (H. Rept. 1667). p. H6320
4. HONEY. A subcommittee of the Agriculture Committee "considered and passed over without prejudice H. R. 16455," the honey promotion and research bill. pp. D658-9
5. INTERNATIONAL DEVELOPMENT. The Banking and Currency Committee voted to report (but did not actually report) H. R. 16775, to provide for increased participation by the U. S. in the International Development Association. p. D659
6. LANDS. The Interior and Insular Affairs Committee voted to report (but did not actually report) H. R. 4530, amended, relating to the issuance of patents for lands held under color of title to liberalize the requirements for the conveyance of the mineral estate; and H. R. 13797, amended, to authorize the sale of public land not exceeding 120 acres which contains some land which may be cultivated. p. D659
7. PERSONNEL; VEHICLES; PINE-GUM. The Rules Committee reported resolutions for the consideration of H. R. 15890, to provide for additional positions in certain executive agencies; S. 2658, relating to vehicle weight and width limitations on the Interstate System, in order to make certain increases in such limitations; and S. 2511, to maintain and improve the income of producers of crude pine gum, to stabilize production of crude pine gum. p. H6321
8. PUBLIC WORKS. The Public Works Committee voted to report (but did not actually report) S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control. p. D660
9. WATERSHEDS. Received from this Department plans for works of improvement on various watershed projects; to Agriculture and Public Works Committees. p. H6320

DIGEST of Congressional Proceedings

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C. 20250
OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(FOR INFORMATION ONLY;
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Issued July 12, 1968
For actions of July 11, 1968
90th-2nd; No. 119

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HIGHLIGHTS: House Rules Committee cleared food stamp bill. House committee reported bill to establish Commission on Hunger. House committee reported bill to implement International Coffee Agreement. Senate committee reported farm bill. Senate passed grain inspection bill. Both Houses agreed to conference report on Interior appropriation bill.

HOUSE

1. FOOD STAMPS. The Rules Committee reported a resolution for the consideration of H. R. 18249, the food stamp bill. p. H6435
2. HUNGER. The Education and Labor Committee reported with amendment H. R. 17144, to establish a Commission on Hunger (H. Rept. 1708). p. H6435
3. COFFEE. The Ways and Means Committee reported with amendment H. R. 18299, to carry out the obligations of the U. S. under the International Coffee Agreement, 1968 (H. Rept. 1704). p. H6435

4. EDUCATION. The Rules Committee reported a resolution for the consideration of H. R. 15067, the Higher Education Act amendments. p. H6435
5. PUBLIC WORKS. The Public Works Committee reported with amendment S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control (H. Rept. 1709). p. H6435
6. APPROPRIATIONS. The conferees on H. R. 16913, the agricultural appropriation bill, were given until midnight, July 12, to file a report. p. H6323
Conferees were appointed on H. R. 18038, the legislative branch appropriation bill (p. H6324). Senate conferees have been appointed.
7. BUILDINGS. Conferees were appointed on S. 222, to insure that public buildings financed with Federal funds are so designed and constructed as to be accessible to the physically handicapped (p. H6330). Senate conferees have been appointed.
8. HIGHWAYS. Conferees were appointed on S. 3418, the highway authorization bill (p. H6331). Senate conferees have been appointed.
9. WATERSHEDS. The Agriculture Committee approved plans for works of improvement on several watershed projects. p. D668
10. TRADE FAIRS. The Merchant Marine and Fisheries Committee voted to report (but did not actually report) H. R. 18340, amended, to provide for the continuation of authority to develop American-flag carriers and promote the foreign commerce of the U.S. through the use of mobile trade fairs. p. D668
11. PEACH FESTIVAL. Rep. Edmondson invited his colleagues to attend the annual Porter (Okla.) Peach Festival on Aug. 3. p. H6324
12. EMPLOYMENT. Rep. Findley discussed his proposed amendment to the Employment Act of 1946 which he stated "would make the Employment Act more explicit on the matter of full employment and price stability" and "update the intent of Congress on matters concerning the conduct of national policy, and to give price stability the priority it deserves." pp. H6410-14
13. LEGISLATIVE PROGRAM. Rep. Albert announced that the first order of business on Fri. will be the conference report on the Public Law 480 amendments. p. H6405

SENATE

14. FARM PROGRAM. The Agriculture and Forestry Committee reported with amendments S. 3590, to extend and improve legislation for maintaining farm income, stabilizing prices and assuring adequate supplies of agricultural commodities (S. Rept. 1378). p. S8423
15. LANDS. The Agriculture and Forestry Committee reported without amendment S. 3687, to direct the Secretary of Agriculture to release on behalf of the United States a condition in a deed conveying certain lands to the State of Ohio (S. Rept. 1379), and with amendment S. 3578, to direct the Secretary of Agriculture to release on behalf of the United States a condition in a deed conveying certain

RIVERS AND HARBORS AND FLOOD
CONTROL ACT OF 1968

REPORT
OF THE
COMMITTEE ON PUBLIC WORKS
HOUSE OF REPRESENTATIVES

TO ACCOMPANY

S. 3710

AN ACT AUTHORIZING THE CONSTRUCTION, REPAIR,
AND PRESERVATION OF CERTAIN PUBLIC WORKS ON
RIVERS AND HARBORS FOR NAVIGATION, FLOOD
CONTROL, AND OTHER PURPOSES



JULY 11, 1968.—Committed to the Committee of the Whole House
on the State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON : 1968

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RIVERS AND HARBORS, BEACH EROSION CONTROL--
FLOOD CONTROL--MONETARY AUTHORIZATIONS AND
RELATED PURPOSES

JULY 11, 1968.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. FALLON, from the Committee on Public Works,
submitted the following

REPORT

[To accompany S. 3710]

The Committee on Public Works, to whom was referred the bill (S. 3710) authorizing the construction, repair, and prevention of certain public works on rivers and harbors for navigation, flood, and other purposes, having considered the same, report favorably thereon with an amendment and recommend that the bill as amended do pass.

The amendment is as follows:

Strike out all after the enacting clause and insert the matter which appears in the reported bill in italic type.

PURPOSE OF THE BILL

S. 3710 as amended, is an omnibus river and harbor, flood control, and basin monetary authorization bill similar to those which have been considered and passed in recent years. The last such omnibus bill was in 1966 and the last monetary authorization bill was in 1967. Since enactment of the last omnibus bill, a number of reports have been submitted to Congress by the Corps of Engineers on navigation, beach erosion control, flood control, and related purposes. Since enactment of the last monetary authorization bill, there are 13 basins which will need additional authorization in order that appropriations can be requested to continue the work in the basins. A total of 72 reports are included in the bill at a total estimated Federal cost of \$1,121,319,000. The projects are located in 31 States and cover all types of works under the jurisdiction of the committee and within the province of the Corps of Engineers. The bill also authorizes an increase in the amount of \$469 million in the monetary authorizations for 13 comprehensive river basin plans previously approved by Congress. The total monetary amount of the bill, therefore is \$1,586,279,000

HEARINGS

The committee held 3 weeks of hearings on this bill. This was in addition to those held by the Senate. Complete testimony was received from the Corps of Engineers on the technical details of the projects, the estimated costs, and the economic justifications. The committee also heard testimony on a number of projects or items which it felt should be considered in connection with the bill. On those projects which were considered of a controversial nature, testimony was received from Members of Congress, Federal and State officials, representatives of local organizations, and from interested citizens.

UPPER LICKING RIVER BASIN

The committee heard testimony with respect to a proposal for the development of the Upper Licking River Basin in the vicinity of Salyersville, Ky., and was particularly impressed by the approach and concepts that were used in formulating a water resources plan for improving the economy of this depressed area of Appalachia. The Corps of Engineers report, which is a pilot effort responsive to section 206 of the Appalachian Regional Development Act, clearly identifies the developmental opportunities that would be made possible by providing flood protection and other water and related land resources services to the Salyersville area. Of particular note is the fact that the water resources plan has been developed as an integral part of a total economic development plan for the area, which provides for other critical public and private investments. The Corps of Engineers estimates that substantial employment and business gains would result from implementation of this plan, bringing a high return on each public dollar invested. The committee commends the Corps of Engineers, the Appalachian Regional Commission, and other cooperating Federal, State and local agencies in the accomplishment of this pioneering effort, and believes it holds considerable promise for application in other planning efforts throughout the country. The corps should continue its planning and research efforts in this field. The committee hopes to consider this report for authorization at an early date subsequent to the submission to the Congress of the study called for under section 206 of the Appalachian Act.

UNIFORM STANDARDS FOR WATER RESOURCE DEVELOPMENT

The committee has noted a lack of uniformity of standards for the formulation and evaluation of water resource projects. This despite the fact that on May 1, 1962, President Kennedy approved a memorandum from the Secretaries of the Army, Interior, Agriculture, and Health, Education, and Welfare, setting forth a statement of policies, standards, and procedures in the formulation, evaluation, and review of plans for the use and development of water and related land resources for use by all Federal agencies in their formulation of land and water resources development projects. That memorandum was printed as Senate Document No. 97, 87th Congress.

The committee is concerned that there still does not exist the uniformity contemplated by that directive. Of particular concern is that data furnished the committees of Congress does not always accurately

reflect all primary direct and indirect benefits as well as the secondary benefits which were established as Federal policy 6 years ago.

In view of this situation, the committee feels that any increase in the discount rate must be accompanied by a recommendation and re-evaluation of the principles, standards, and procedures for economic analysis of Federal water and related land resources projects and the use of such principles, standards, and procedures by all concerned agencies.

SHORE PROTECTION

In the course of developing this bill considerable evidence came to light which casts doubt upon the adequacy of existing shore protection authorities. In particular, the report submitted by the Secretary of the Army in response to section 314 of the Rivers and Harbors Act of 1965, and printed as Senate Document No. 10, 90th Congress, reveals that the actual accomplishments are insignificant, relative to the magnitude of the great losses which the Nation is sustaining as a result of the destruction of shore properties. The committee has concluded, therefore, that the present legislative base for the Federal shore protection program should be reviewed. Accordingly, the committee plans to schedule hearings next year with a view to determining the adequacy of shore protection legislation, and of the program being carried out thereunder. The inclusion of section 106 in this bill authorizing an appraisal investigation and study of the coastal areas of the United States is not intended to preclude consideration of changes in general beach erosion and shore protection legislation.

SABINE RIVER AND TRIBUTARIES COMPREHENSIVE STUDY

The committee heard testimony on severe flood damages with resultant loss of life and serious economic disruption to communities near the Sabine River, Tex. The testimony indicated that the Water Resources Council is presently reviewing the comprehensive basin survey report, Sabine River and tributaries, Texas and Louisiana, which was prepared by the Ad Hoc Sabine Basin Coordinating Committee.

In view of the demonstrated need for flood protection in this area, the committee urges the Corps of Engineers, a participant in the comprehensive study, to complete its report on such protective measures and to expedite the submission of individual projects for the joint flood control and navigation project on the Sabine River of Texas in order that these items may be considered for the next omnibus river and harbor and flood control bill.

MISSOURI RIVER NAVIGATION PROJECT

Although the committee heard considerable testimony on the proposed plans recommended by the Chief of Engineers to provide for much needed stabilization of the riverbanks and provision of a navigable channel from the vicinity of Yankton, S. Dak., to Sioux City, Iowa, authorization for construction of the project has not been included in the bill because necessary action in the executive branch was not completed. However, in view of the importance of the project, the committee urges that the report be submitted to the Congress at an early date for further consideration.

SUMMARY AND ANALYSIS OF THE BILL—MONETARY SUMMARY OF BILL AND LIST OF PROJECTS BY STATES

TITLE I

	Number	Amount
Navigation projects.....	30	\$322,053,000
Beach erosion.....	1	680,000
Total, title I.....	31	322,733,000

TITLE II

Flood control, hurricane, and multiple-purpose projects.....	41	\$798,586,000
Total projects.....	72	1,121,319,000

TITLE III

Basin monetary authorizations (13 basins).....		\$469,000,000
Grand total (71 projects and 13 basins).....		1,590,319,000

List of projects by States

<i>Project</i>	<i>Estimated Federal cost</i>
Alabama.....	None
Alaska:	
Navigation:	
Kake Harbor.....	\$1,760,000
King Cove Harbor.....	522,000
Sergius and Whitestone Narrows.....	3,030,000
Total, navigation.....	5,312,000
Flood control: Tanana River at Fairbanks.....	111,700,000
Total, Alaska.....	117,012,000
Arizona.....	None
Arkansas:	
Navigation: Red River Waterway. (See Louisiana.)	
Flood control:	
Belle Fountain D. & D. District No. 17, St. Francis River.....	4,638,000
Crooked Creek at Harrison.....	2,840,000
Lake Chicot.....	15,240,000
St. Francis River Basin.....	0
Total, Arkansas.....	22,718,000
California:	
Navigation:	
Humboldt Harbor and Bay.....	2,430,000
San Diego Harbor.....	5,360,000
Ventura Marina.....	1,540,000
Port Hueneme.....	1,000,000
Total, navigation.....	10,330,000
Flood control:	
Alhambra Creek.....	8,000,000
Cucamonga Creek.....	26,300,000
Feather River, vicinity of Chester.....	940,000
Mad River.....	38,600,000
Sweetwater River.....	4,900,000
Total, flood control.....	78,740,000
Total, California.....	89,070,000

List of projects by States—Con.

<i>Project</i>	<i>Estimated Federal cost</i>
Colorado: Flood control: Bear Creek, South Platte River.....	\$32, 314, 000
Connecticut:	
Flood control:	
Norwalk River.....	2, 700, 000
Park River.....	30, 300, 000
Total, Connecticut.....	33, 000, 000
Delaware: Flood control: Delaware coast.....	5, 584, 000
District of Columbia.....	None
Florida:	
Navigation:	
Brevard County (beach erosion).....	680, 000
Gulf Intracoastal Waterway, St. Marks to Tampa Bay..	40, 000, 000
Miami Harbor.....	6, 476, 000
Total, navigation.....	47, 156, 000
Flood control:	
Dade County.....	11, 805, 000
Hillsborough Bay.....	9, 909, 000
Martin County.....	(8, 072, 000)
Water resources, C. & S. Florida.....	(58, 182, 000)
Total, flood control.....	21, 714, 000
Total, Florida.....	68, 870, 000
Georgia.....	None
Hawaii:	
Navigation: Harbors of refuge.....	1, 256, 000
Flood control: Iao Stream.....	1, 660, 000
Total, Hawaii.....	2, 916, 000
Idaho.....	None
Illinois:	
Navigation: Cal-Sag bridges, pt. II. (See Indiana.)	
Flood control:	
Mississippi River, Cassville, Wis., to mile 300.....	21, 300, 000
Wabash River. (See Indiana.)	
Total, Illinois.....	21, 300, 000
Indiana:	
Navigation: Cal-Sag Bridges Pt. II.....	33, 265, 000
Flood control: Wabash River.....	37, 100, 000
Total, Indiana.....	70, 365, 000
Iowa:	
Flood control:	
Big Sioux, vicinity of Sioux City.....	2, 750, 000
Mississippi River, Cassville, Wis., to Mile 300. (See	
Illinois.).....	
Nishnabotna River at Exira.....	2, 040, 000
Total, Iowa.....	4, 790, 000
Kansas.....	None
Kentucky: Flood control: Southwest Jefferson County.....	19, 800, 000
Total, Kentucky.....	19, 800, 000

List of projects by States—Con.

<i>Project</i>	<i>Estimated Federal cost</i>
Louisiana:	
Navigation:	
Atchafalaya River & Bayous Chene, Boeuf and Black---	\$8, 645, 000
Mississippi River—Gulf Outlet and Michoud Canal-----	1, 300, 000
Mississippi River, vicinity of Venice-----	4, 520, 000
Red River Waterway-----	50, 000, 000
Total, Louisiana-----	64, 465, 000
Maine-----	None
Maryland-----	None
Massachusetts:	
Navigation:	
Fall River Harbor-----	8, 762, 000
Ipswich River-----	616, 000
Total, Navigation-----	9, 378, 000
Flood control: Charles River-----	18, 620, 000
Total, Massachusetts-----	27, 998, 000
Michigan:	
Navigation:	
Detroit River, Trenton Channel-----	31, 300, 000
Forestville Harbor-----	538, 000
Tawas Bay Harbor-----	466, 000
Total, Michigan-----	32, 304, 000
Minnesota: Flood control: South Branch Wild Rice River and Felton Ditch-----	1, 230, 000
Total, Minnesota-----	1, 230, 000
Mississippi:	
Navigation: Yazoo River-----	52, 147, 000
Flood control: Pascagoula River-Tallahala Creek-----	16, 360, 000
Total, Mississippi-----	68, 507, 000
Missouri:	
Flood control:	
Belle Fountain Ditch and Drainage District No. 17, St. Francis River, (See Arkansas.)-----	
Little Blue River, vicinity of Kansas City-----	38, 492, 000
St. Francis River Basin. (See Arkansas.)-----	
Montana-----	None
Nebraska: Flood control: Papillion Creek and Tributaries-----	26, 800, 000
Nevada-----	None
New Hampshire: Flood control: Beaver Dam, Connecticut River-----	1, 185, 000
New Jersey-----	None
New Mexico-----	None
New York:	
Navigation:	
Cattaraugus Creek Harbor-----	1, 315, 000
Hamlin Beach State Park-----	500, 000
Hempstead Harbor-----	703, 000
Wilson Harbor-----	198, 000
Total, New York-----	2, 716, 000

List of projects by States—Con.

<i>Project</i>	<i>Estimated Federal cost</i>
North Carolina:	
Flood control:	
Cape Fear River:	
Randleman-----	\$19, 463, 000
Howards Mill-----	12, 460, 000
Total, North Carolina-----	31, 923, 000
North Dakota: Flood control: Missouri River Bank Stabilization--	4, 040, 000
Ohio:	
Flood control:	
Licking River-----	32, 953, 000
Wabash River. (See Indiana.)	
Oklahoma: Navigation: Red River Waterway. (See Louisiana.)	
Oregon-----	None
Pennsylvania-----	None
Rhode Island:	
Navigation:	
Bristol Harbor-----	873, 000
Fall River Harbor. (See Massachusetts.)	
South Carolina: Navigation: Cooper River-Charleston Harbor----	35, 381, 000
South Dakota: Flood control: Big Sioux River. (See Iowa.)	
Tennessee-----	None
Texas:	
Navigation:	
Mouth of the Colorado River-----	8, 000, 000
Red River Waterway. (See Louisiana.)	
Corpus Christi Waterway-----	19, 042, 000
Total, navigation-----	27, 042, 000
Flood control:	
Aquilla Creek watershed-----	23, 612, 000
Clear Creek-----	12, 600, 000
Navasota River-----	55, 487, 000
Pecan Bayou-----	24, 861, 000
Texas City and vicinity-----	10, 990, 000
Total, flood control-----	127, 550, 000
Total, Texas-----	154, 592, 000
Utah: Flood control: Little Dell Reservoir-----	22, 664, 000
Vermont-----	None
Virginia: Flood control: Rappahannock River (Salem Church Reservoir)-----	79, 500, 000
Washington: Navigation: Snohomish River-----	1, 108, 000
West Virginia-----	None
Wisconsin:	
Flood control:	
Mississippi River-Cassville, Wis., to mile 300, Illinois. (See Illinois.)	
State Road and Ebner Coulees-----	6, 849, 000
Wyoming-----	None

ANALYSIS OF TITLE I

SECTION 101

This section summarizes the project authorizations for navigation and beach erosion control works in title I. The initial table lists the projects, project document numbers, and estimated Federal costs. Pertinent information follows for each project.

TITLE I. RIVERS AND HARBORS

NAVIGATION PROJECTS

Project	Document number & Congress	Federal cost of new work
Atchafalaya River and Bayous Chene, Boeuf and Black, La.	H. 155, 90th	\$8,645,000
Bristol Harbor, R.I.	H. 174, 90th	873,000
Cattaraugus Creek Harbor, N.Y.	H. 97, 90th	1,315,000
Coasts of Hawaiian Islands	H. 353, 90th	1,256,000
Cooper River, Charleston Harbor, S.C.	S. 88, 90th	35,381,000
Corpus Christi WW, Tex.	S. 90th	19,042,000
Detroit River, Trenton Channel, Mich.	H. 338, 90th	31,300,000
Fall River Harbor, Mass and R.I.	H. 175, 90th	8,762,000
Forestville Harbor, Mich.	H. 183, 90th	538,000
Gulf Intracoastal Waterway, St. Marks to Tampa Bay, Fla.	S. 90th	40,000,000
Hamlin Beach State Park, N.Y.	H. 90th	500,000
Hempstead Harbor, N.Y.	H. 101, 90th	703,000
Humboldt Bay & Harbor, Calif.	H. 330, 90th	2,430,000
Illinois Waterway Cal-Sag, Ind.	H. 45, 85th	33,265,000
Ipswich River, Mass.	H. 265, 90th	616,000
Kake Harbor, Alaska	S. 70, 90th	1,760,000
King Cove Harbor, Alaska	S. 13, 90th	522,000
Miami Harbor, Fla.	S. 93, 90th	6,476,000
Mississippi River, gulf outlet and Michoud Canal, La.	S.	1,300,00
Mississippi River Outlets, Venice, La.	H. 90th	4,520,000
Mouth of the Colorado River, Tex.	S.	8,000,000
Port Hueneme Harbor, Calif.	H., 90th	1,000,000
Red River Waterway, La., Tex., Ark., and Okla.	H. 304, 90th	50,000,000
San Diego Harbor, Calif.	H., 90th	5,360,000
Sergius and Whitestone Narrows, Alaska	S. 95, 90th	3,030,000
Snohomish River, Everett Harbor, Wash.	H., 90th	1,018,000
Tawas Bay Harbor, Mich.	H. 189, 90th	466,000
Ventura Marina, Calif.	H., 90th	1,540,000
Wilson Harbor, N.Y.	H. 112, 90th	198,000
Yazoo River, Miss.	H. 342, 90th	52,147,000
Total navigation (30 projects)		322,053,000
BEACH EROSION PROJECTS		
Brevard County, Fla.	H. 352, 90th	\$680,000
Total beach erosion (1 project)		680,000
Grand total (31 projects)		322,733,000

ATCHAFALAYA RIVER AND BAYOUS CHENE, BOEUF, AND BLACK, LA. (H. Doc. 155, 90th Cong.)

Location.—The lower Atchafalaya River and Bayous Chene, Boeuf, and Black are located in the coastal area of south-central Louisiana in the vicinity of Morgan City about 60 to 70 miles west of New Orleans.

Authority.—Resolutions of the Senate and House Public Works Committees adopted June 16 and 23, 1964, respectively.

Existing project.—The Federal navigation project provides for a channel 20 feet deep and 200 feet wide from Atchafalaya Bay to the Gulf of Mexico. The Gulf Intracoastal Waterway crosses the Atchafalaya River just south of Morgan City; its existing dimensions are 12 by 125 feet. Other nearby projects are: Houma navigation channel,

maintenance of channel 15 by 150 feet; Intracoastal Waterway, Mississippi River to Bayou Teche, La., channel 5 by 40 feet in Bayou Black. Also levees of the Atchafalaya River floodway are in the area.

Navigation problem.—Inadequate depths and widths cause substantial increases in operating costs due to reduced speed and occasional groundings of tenders, barges, and tugs used in offshore drilling. Also existing channels are inadequate for the movement of large offshore drilling equipment constructed or repaired at the existing shipyards and to allow this large equipment to be brought inland during hurricanes.

Recommended plan of improvement.—Construction of a channel 20 feet deep over a bottom width of 400 feet from the vicinity of U.S. Highway No. 90 crossing over Bayou Boeuf to the Gulf of Mexico via the Gulf Intracoastal Waterway, Bayou Chene, the Avoca Island-Cutoff Bayou drainage channel, the lower Atchafalaya River, and the existing project across Atchafalaya Bay to the 20-foot depth contour in the Gulf of Mexico, and a 20- by 400-foot channel in Bayou Black and the Gulf Intracoastal Waterway from the major shipyard on Bayou Black at U.S. Highway No. 90 to Bayou Chene.

Estimated Cost (Price level of June 1966)

Federal.....	¹ \$8, 645, 000
Non-Federal.....	881, 000
Total.....	¹ 9, 526, 000

¹ Excludes \$25,000 for aids to navigation.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$345, 000	\$35, 000	\$380, 000
Maintenance and operation.....	911, 000		911, 000
Total.....	1, 256, 000	35, 000	1, 291, 000

Annual benefits:	
Saving to drilling rigs.....	\$888, 000
Saving in time to auxiliary vessels.....	600, 000
Reduced flood damages.....	42, 000
Total.....	1, 530, 000

Benefit-cost ratio.—1.2.

Local cooperation.—Provide all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project and for aids to navigation; accomplish all modifications to roads, bridges, pipelines, cables, and any other utilities and improvements necessary for the construction and subsequent maintenance of the project; hold and save the United States free from damages. Local interests have indicated that they are willing and able to comply with the required cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Louisiana: Favorable.

Comments of the Bureau of the Budget.—No objection.

Commen's of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The existing navigation channels are inadequate to accommodate large offshore oil drilling floating equipment, restrictive and unsafe for the attendant tugs, barges, and tenders used in servicing offshore drilling operations. The committee notes that the improvements will permit the deeper and larger oil drilling floating plant to use the channels and provide transportation savings and safer navigation conditions for service vessels. The committee believes that the improvement is urgently needed to serve the rapidly expanding oil operations and related industrial development occurring in this area.

BREVARD COUNTY, FLA.

(H. Doc. 352, 90th Cong.)

Location.—Approximately in the center of Florida's Atlantic coast, south of Cape Kennedy.

Authority.—Senate Public Works Committee and House Public Works Committee resolutions adopted September 3, 1963 and April 14, 1964, respectively.

Existing project.—An authorized sand-transfer plant planned for Canaveral Harbor, expected to bypass littoral drift now trapped at that harbor, is compatible with the recommended project.

Erosion problem.—Considerable progressive erosion damage and lowering of the beach profile threatens upland improvements and reduced recreational beach area.

Recommended plan of improvement.—Artificial placement of beach fill along 2.8 miles of City of Cape Canaveral coast, and along 2 miles of Indialantic and Melbourne Beach, to provide 50-foot berm at 10 feet elevation, mean low water, seaward of existing seawall or dune face and either separable plan may be constructed independently of the other.

Estimated cost (fall 1966 price level)

Federal.....	\$680, 000
Non-Federal.....	683, 000
Total.....	1, 363, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$27, 700	\$27, 800	\$55, 500
Maintenance and operation.....	30, 500	30, 500	61, 000
Total.....	58, 200	58, 300	116, 500

Annual benefits:

Beach recreation.....	\$355, 000
Land loss prevention.....	17, 200
Damage prevention.....	3, 700
Land enhancement.....	34, 600

Total.....	410, 500
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Benefit-cost ratio:

City of Cape Canaveral.....	5. 9
Indialantic and Melbourne Beach.....	2. 5

Total.....	3. 5
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Local cooperation.—Contribute in cash 50 percent of the first costs, sums presently estimated at \$424,500 at the City of Cape Canaveral, and \$255,500 at Indialantic and Melbourne Beach, to be paid in a lump sum prior to start of construction, or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of costs to be made after actual ownership of beaches and actual costs have been determined; contribute in cash 50 percent of beach nourishment costs at Indialantic and Melbourne Beach for the first 10 years of project life, presently estimated at \$30,500 annually, such contributions to be made prior to each nourishment operation; provide without cost to the United States all lands, easements, rights-of-way, including borrow areas, and relocations required for construction and subsequent nourishment of the project, now estimated at \$3,000; provide, after the first 10 years of project life, periodic nourishment of the restored beach at Indialantic and Melbourne Beach during the project life, as may be required to serve the intended purpose; maintain continued public ownership and use of the shore upon which the amount of Federal participation is based, and its administration for public use during the project life; control water pollution to the extent necessary to safeguard the health of bathers; and hold and save the United States free from damages that may result from the initial construction and periodic nourishment. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed plan will reduce the existing erosion problem and is needed to continue development of the recreational potential of the area.

BRISTOL HARBOR, R.I.

(H. Doc. 174, 90th Cong.)

Location.—Bristol Harbor is located on the east side of Narragansett Bay, about 13 miles southeast of Providence, R.I.

Authority.—A resolution adopted by the Committee on Public Works of the House of Representatives on July 29, 1955.

Existing projects.—There is no existing Federal project for the harbor.

Navigation problem.—The use of Bristol Harbor is hampered by southerly storms. Small boat navigation is hazardous during such storm periods and waterfront facilities and moored vessels often are damaged by storm waves.

Recommended plan of improvement.—The plan of improvement consists of a 1600-foot long detached breakwater located strategically in the harbor mouth to block southerly storm waves. The structure would be of stone and would extend about 10 feet above mean low water level.

Estimated cost (price level of June 1966)

Federal.....	\$873, 000
Non-Federal.....	491, 000
Total.....	1, 364, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$35, 700	\$19, 500	\$55, 200
Maintenance.....	6, 600	None	6, 600
Total.....	42, 300	19, 500	61, 800

Annual benefits:			
Recreational boating.....			\$65, 400
Commercial navigation.....			24, 750
Waterfront protection.....			1, 500
Total.....			91, 650

Benefit-cost ratio.—1.5.

Local cooperation.—Contribute in cash 36 percent of construction cost, presently estimated at \$491,000; provide all lands, easements, and rights-of-way required for construction and maintenance; hold and save the United States free from damages that may result from construction and maintenance of the project; maintain existing public landings; and establish regulations prohibiting waste discharge and pollution within the harbor by users thereof. Local interests have indicated willingness and ability to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Rhode Island: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—This project is needed to protect the harbor and developed waterfront against waves during the high water caused by hurricanes and southerly storms.

CATTARAUGUS CREEK HARBOR, N.Y.

(H. Doc. 97, 90th Cong.)

Location.—Cattaraugus Creek flows into Lake Erie about 24 miles southwesterly of Buffalo Harbor, N.Y.

Authority.—Section 6 of the 1945 River and Harbor Act; Section 7 of the 1946 River and Harbor Act; Senate Public Works Committee Resolution approved January 6, 1950.

Existing project.—There are no existing Federal flood control or navigation projects in the Cattaraugus Creek Basin.

Flood and navigation problem.—Floods occur almost every year near the mouth of the creek from spring runoff and ice jams which restrict stream flows. A shifting sand and gravel bar across the creek entrance interferes with navigation, at times blocking it to all types of navigation.

Recommended plan of improvement.—Breakwaters in Lake Erie at the mouth of the creek, the final arrangements to be determined by further studies; entrance channel 100 feet wide and 8 feet deep from the lake to a maneuvering area; irregular shaped maneuvering area 300 feet by 600 feet, 6 feet deep and a channel 100 feet wide, from the maneuvering area upstream about 1,900 feet; a riprapped friction section extending about 750 feet upstream from the navigation channel through the New York Central Railroad bridge; levees on the left bank with total length of about 770 feet; and recreational facilities at the creek mouth for breakwater fishing.

Estimated cost (price level of September 1964)

Federal.....	¹ \$1, 315, 000
Non-Federal.....	525, 000
Total.....	1, 840, 000

¹ Includes reimbursement of one-half the separable costs of recreational features, currently estimated at \$30,000.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$54, 800	\$23, 400	\$78, 200
Maintenance and operations.....	¹ 20, 500	18, 500	39, 000
Total.....	75, 300	41, 900	117, 200

¹ Includes \$1,000 for maintenance for navigation aids.

Annual benefits:

Navigation.....	\$81, 800
Flood damages prevented.....	50, 200
Enhancement.....	1, 700
Recreational fishing.....	16, 500
Total.....	150, 200

Benefit-cost ratio.—1.3.

Local cooperation.—Contribute in cash 50 percent of that portion of the first cost of Federal construction allocated to navigation, such contribution presently estimated at \$525,000 to be paid either in a lump sum prior to initiation of construction, or in installments over the construction period; provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project and for aids to navigation upon the request of the Chief of Engineers, including suitable areas determined by the Chief of Engineers to be required in the general public interest for initial and subsequent disposal of spoil and any necessary retaining dikes, bulkheads, and embankments therefor, or the cost of such retaining works; hold and save the United States free from damages due to the construction and maintenance of the project; establish a competent and properly constituted public body empowered to prescribe and enforce regulations pertaining to flood control and to regulate the use and development of the harbor and related facilities, with the understanding that said facilities will be open to all on equal terms; provide and maintain without cost to the United States depths in the service channels to principal docks and berthing areas commensurate with those provided in the Federal project, and necessary mooring facilities and parking and service areas, including a launching ramp, sanitary facilities, and an adequate public landing or wharf, with provision for the sale of motor fuel, lubricants, and potable water, available to all on equal terms; contribute in cash 41 percent of the annual Federal maintenance costs, excluding aids to navigation, such contribution representing the costs allocated to flood control for channels and breakwaters, an amount presently estimated at \$13,500 annually; maintain and operate the flood control portion of the project above the navigation channel in accordance with regulations prescribed by the Secretary of the Army; prescribe and enforce regulations to prevent encroachment or obstruction on channels and rights-of-way necessary to proper functioning of the project for flood control; establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the waters of the harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control; and with respect to the recreational facilities, pay, contribute in kind or repay (which may be through user fees) with interest, one-half of the cost of modifications necessary to provide for recreational fishing on the breakwater, and one-half of the cost of associated access facilities, parking areas, and sanitary facilities, the amount involved being currently estimated at \$30,000, subject to final adjustment after actual costs have been determined; and bear all costs of maintenance, operation, and replacement of the modifications and associated facilities, the amount involved being currently estimated at \$3,000 on an average annual basis. The improvement for navigation and flood control may be undertaken independently of

providing public recreational facilities for breakwater fishing whenever the required local cooperation for navigation and flood control has been furnished. Local interests have indicated a willingness to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

Appalachian Regional Commission: Favorable.

State of New York: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967 submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

*Remarks.—*The project would alleviate both navigation and flood problems and is a worthy project.

COASTS OF THE HAWAIIAN ISLANDS (HARBORS FOR LIGHT-DRAFT VESSELS)

(H. Doc. 353, 90th Cong.)

*Location.—*The harbors are located at communities on the islands of Kauai, Oahu, and Maui.

*Authority.—*River and Harbor Acts of March 2, 1945, and May 17, 1950.

*Existing projects.—*There are no Federal navigation improvements at the recommended project sites. Federal navigation improvements have been constructed specifically for light-draft vessels at Manele Harbor on Lanai and Haleiwa Harbor, Oahu. In addition to Manele and Haleiwa Harbors, there are 21 light-draft vessel harbors along the coasts of Hawaii operated by the State and private interests.

*Navigation problem.—*There is need for additional protected harbors at various localities in the Hawaiian Islands for existing and future recreational and commercial fishing craft.

*Recommended plan of improvement.—*Provides for improvement of existing State-operated light-draft vessel harbors at Kikiaola, Kauai; Ala Wai, Oahu; and Maalaea, Maui.

ESTIMATED COST (1966 PRICE BASE)

Location	Federal	Non-Federal	Total
Kikiaola, Kauai.....	\$236,000	\$257,000	\$393,000
Ala Wai, Oahu.....	555,000	535,000	1,090,000
Maalaea, Maui.....	465,000	249,000	714,000
Total.....	1,256,000	1,041,000	2,297,000

PROJECT ECONOMICS AND BENEFIT-COST RATIO

Location	Annual charges	Annual benefits	Benefit-cost ratio
Kikiaola, Kauai.....	\$24,800	\$45,300	1.8
Ala Wai, Oahu.....	48,000	267,600	5.6
Maalaea, Maui.....	34,400	80,700	2.3
Total.....	107,200	393,600	3.7

Local cooperation.—Contribute in cash a part of the first cost of construction of the general navigation facilities, to be paid in a lump sum prior to initiation of construction, subject to final adjustment after actual costs have been determined, as follows:

Location	Construction cost ¹	Local cash contribution	
		Percent	Present estimate
Kikiaola, Kauai.....	\$463,000	49.9	\$227,000
Ala Wai, Oahu.....	1,090,000	50.0	535,000
Maalaea, Maui.....	714,000	35.5	249,000
Total.....	2,267,000	44.6	1,011,000

¹ Excludes non-Federal costs for lands, easements, rights-of-way, and relocations.

Provide all necessary lands, easements and rights-of-way; provide and maintain all necessary berthing facilities including adequate depths in the berthing areas; maintain an adequate depth in the Ala Wai Harbor entrance channel; provide and maintain all necessary terminal facilities; accomplish any necessary utility or other relocations or alterations; and establish regulations prohibiting pollution of harbors by users thereof. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of Transportation: Favorable.

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Hawaii: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvement is amply justified and would afford, together with light-draft vessel harbors previously authorized, and the existing private and State facilities, an integrated system of harbors for light-draft vessels plying the Hawaiian waters. The required cash contribution by local interests is in accordance with existing policy.

COOPER RIVER, S.C. (SHOALING IN CHARLESTON HARBOR)

(S. Doc. 88, 90th Cong.)

Location.—Charleston Harbor and vicinity on the Atlantic Coast of South Carolina.

Authority.—Senate Public Works Committee resolution adopted June 6, 1960.

Existing project.—Channel 35 feet deep from Atlantic Ocean to the Naval Weapons Annex (mile 19.8) with varying widths; a channel 35

feet deep and 500 feet wide through Town Creek; a connecting channel in Shem Creek 10 feet deep; and a channel 10 feet deep from Shem Creek to the Atlantic Intracoastal Waterway. The project includes two entrance jetties. The project provides authority for additional channel and anchorage works if found necessary in the interest of national defense, which have not been constructed.

Navigation problem.—A serious silting and shoaling problem has developed through diversion of silt-laden fresh water of the Santee River into the salt water of the harbor as a result of construction in 1942 by the South Carolina Public Service Authority, of Pinopolis Dam, powerplant and related facilities, under Federal Power Commission license.

Recommended plan of improvement.—The project provides for redirection of most of the Santee River waters from above Pinopolis Dam into the Santee River through a canal about 14 miles long. A hydroelectric plant of 84,000-kilowatt capacity would generate power using the redirected flow in the canal and compensate for the limitation in flow and loss of power at the existing Pinopolis powerplant. The plan also provides for related fish and wildlife features, including a herring lift, replacement of a fish hatchery, and a gated control structure. The project also provides that during the period prior to construction, the Secretary of the Army, acting through the Chief of Engineers, be authorized to negotiate with the South Carolina Public Service Authority with a view to limitation of releases from Pinopolis Dam to Cooper River and reimbursement to the authority for the costs involved, provided that such reimbursement shall not exceed estimated average Federal cost of maintenance of Charleston Harbor.

Estimated cost (1955 price level)

Federal	-----	¹ \$35, 381, 000
Non-Federal	-----	
Total	-----	35, 381, 000

¹ Non-Federal interests to bear one-half the separable cost allocated to fish and wildlife enhancement under the Recreation Act, currently estimated at \$240,000; however, these costs will be Federal if it is established that the construction is to serve a Federal fish and wildlife program (e.g., national wildlife refuge).

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$1, 496, 000	(1)	\$1, 496, 000
Operation, maintenance, and replacement	191, 000	(1)	191, 000
Total	1, 687, 000	(1)	1, 687, 000
Estimated net power betterment, deduct			² —417, 000
Adjusted annual charges			1, 270, 000

¹ Federal 1st costs which are reimbursable under provisions of Recreation Act. No breakdown available for operation and maintenance of fish and wildlife features.

² Reimbursable to Federal Government.

Annual benefits: Harbors

Reduced dredging	-----	\$2, 500, 000
Commercial navigation savings	-----	100, 000
Navy, savings	-----	50, 000
Fish and wildlife	-----	100, 000
Total	-----	2, 750, 000

Benefit-cost ratio.—2.2.

Local cooperation.—Local interests are required to pay all betterments from increase in electric generating capacity provided, estimated at \$417,000 annually. South Carolina Public Service Authority agrees to cooperate if they are not adversely affected. Also, local interests may have to participate in the cost of a gated structure on the South Santee River for fish and wildlife purposes in accordance with P.L. 89-72, unless it is determined that the structure would serve primarily a Federal fish and wildlife program. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of South Carolina.—Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget recommends against authorization of the proposed project at this time, on the basis that the need therefor could be obviated by possible restrictions which might be imposed in relicensing of the Pinopolis powerplant in 1976. However, the Bureau does not object to an "early implementation" agreement until April 1, 1976, under which the corps would purchase power for the Authority in return for restricted flows through Pinopolis, provided that the power cost would not exceed the benefits of reduced dredging.

Remarks.—The committee held extensive hearings on this project, and considers that the recommendations of the Chief of Engineers provide an equitable solution to a very difficult problem.

CORPUS CHRISTI WATERWAY, TEX.

(S. Doc. —, 90th Cong.)

Location.—The Port Aransas-Corpus Christi Waterway is on the southern coast of Texas, 180 miles southwest of Galveston and 132 miles north of the mouth of the Rio Grande.

Authority.—Senate Public Works Committee resolution adopted April 14, 1960.

Existing project.—The existing Federal project provides generally for channels having a project depth of 40 feet from the Gulf of Mexico to deepwater ports at Harbor Island, Ingleside, and Corpus Christi, and a branch channel with a project depth of 36 feet along the north shore of Corpus Christi Bay to a turning basin at La Quinta. In addition, the project includes shallow-draft channels extending from the La Quinta channel across Ingleside Cove to a turning basin in Kinney Bayou (Jewel Fulton Canal) and from the inner basin near Harbor Island to the city of Port Aransas. A separate Federal project provides for a channel 30 feet deep and 200 feet wide from the Port Aransas-Corpus Christi Waterway at mile 12.5 southwesterly across Corpus Christi Bay to a turning basin at Encinal Peninsula.

Navigation problem.—The larger tankers and bulk cargo carriers are not able to load to their full capacity on the existing waterway and maneuvering and steorage difficulties are experienced by the large vessels.

Recommended plan of improvement.—Modification of the existing channel to provide for deepening and extending the 42-foot outer bar channel to the 47-foot depth in the Gulf of Mexico, a distance of about 3 miles; deepening and widening the 31-mile Main, Tule Lake, and Viola Channels and turning basins from 40 to 45 feet; and deepening and widening the 5.2-mile La Quinta Channel and turning basin from 36 to 45 feet. The project also calls for the construction of a new 45-foot depth turning point and adjacent mooring areas at the junction of the Main and La Quinta Channels.

	<i>Estimated Cost (price level of April 1968)</i>	<i>Amount</i>
Federal.....		\$19, 042, 000
Non-Federal.....		1, 640, 000
Total.....		20, 682, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$765, 100	\$66, 900	\$832, 000
Maintenance and operations.....	148, 400	2, 800	151, 200
Total.....	913, 500	69, 700	983, 200

Annual benefits:		
Transportation savings.....		\$4, 521, 400
Reduction in damages.....		166, 300
Total.....		4, 687, 700

Benefit-cost ratio.—4.8.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save; make all alterations of pipelines, powerlines, cables, and other utility facilities; provide and maintain depths in berthing areas and local access channels serving the terminals commensurate with the depths provided in the related project areas; and establish regulations prohibiting discharge of pollutants into the waters of the improved channels by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Texas: Favorable.

Remarks.—The proposed project provides for enlargement of the existing waterway to allow the larger tankers and bulk cargo carriers to load to their full capacity and transit the area safely. The project is urgently needed due to the recent and rapid change in the size of the bulk carrier fleet utilizing the waterway.

DETROIT RIVER, TRENTON CHANNEL, MICH.

(H. Doc. 338, 90th Cong.)

Location.—Trenton Channel, on the westerly side of the lower Detroit River, serves the Detroit, Mich. area.

Authority.—House Public Works Committee resolution adopted July 29, 1955.

Existing project.—The Trenton Channel has been improved from its upper end at Wyandotte to the upper Grosse Ile Bridge, a distance of about 6 miles, to a depth of 27 feet and width of 300 feet, thence for the next 5,100 feet to a depth of 28 feet and width of 300 feet including a turning basin of similar depth; thence to a depth of 21 feet and a width of 250 feet to a point about 2,300 feet downstream from the lower Grosse Ile Bridge, including a turning basin of similar depth at the downstream end.

Navigation problem.—There is a need for extension of the deep-water channel from the end of the present 28-foot-depth channel to deep water in Lake Erie in order to provide fully loaded Great Lakes vessels with an alternative route between the Detroit area and Lake Erie.

Recommended plan of improvement.—Provides for an enlarged channel 28 feet deep and 300 feet wide in the lower Trenton Channel reach, a length of about 13,300 feet; a new channel 28 feet deep and 300 feet wide between the lower Trenton Channel reach and Gibraltar, a length of about 7,200 feet; a new turning basin 28 feet deep, about 1,500 feet long and 830 feet wide at Gibraltar; and necessary compensating dikes to maintain Great Lakes water levels at pre-project elevations.

Estimated cost (1967)

Federal.....	\$31, 300, 000
Non-Federal.....	240, 000
Total.....	31, 540, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 341, 000	\$9, 800	\$1, 350, 800
Maintenance and operation.....	22, 000		22, 000
Total.....	1, 363, 000	9, 800	1, 372, 800

Annual benefits.—Transportation savings, \$2,623,000.

Benefit-cost ratio.—1.9.

Local cooperation.—Hold and save the United States free from damages due to construction and maintenance of the improvement; when and where needed, provide and maintain depths in berthing areas and access channels serving the terminals commensurate with the depths provided in the related project areas; accomplish alterations to the lower Grosse Ile Bridge and to submarine utility crossings as required by the improvement; construct a fully integrated steel plant at Gibraltar; provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project and for aids to navigation

upon the request of the Chief of Engineers, including suitable areas determined by the Chief of Engineers to be required in the general public interest for initial and subsequent disposal of excavated materials and for compensating dikes; and establish regulations prohibiting discharge of pollutants in the waters of the channel by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control. Local interests are willing to provide these items.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Michigan: Favorable.

Comments of the Bureau of the Budget—No objection. The Bureau recommends that annual cost sharing be undertaken by local interests until multiple use of the channel actually occurs.

Comments of the Secretary of the Army.—The Secretary of the Army recommends that a reassessment be made, prior to any request for funds to initiate construction, of the probability of multiple channel use developing within a reasonable period of time and, if no such probability is found, that cost sharing be required. He also recommends that local interests furnish assurances that facilities adequate to justify the proposed project be furnished prior to any request for construction funds.

Remarks.—The further improvement of the Trenton Channel is well justified and will help to realize the full industrial potential of the Detroit area.

FALL RIVER HARBOR, MASS. AND R.I.

(H. Doc. 175, 90th Cong.)

Location.—The harbor area lies in southeastern Massachusetts and eastern Rhode Island, about 50 miles from Boston and 22 miles upstream from the entrance to Narragansett Bay.

Authority.—House Public Works Committee resolution adopted July 31, 1957.

Existing project.—The main channel is 35 feet deep and generally 400 feet wide. It extends for about 10.5 miles through Mr. Hope Bay into Taunton River in Massachusetts with a shorter downstream branch channel leading from Mr. Hope Bay to the Rhode Island shoreline at Tiverton. A 35-foot deep turning basin is also provided at the upper end of the Taunton River channel.

Navigation problem.—The major problems confronting navigation are due to inadequate depths which will not accommodate the larger, more efficient tankers and colliers now in widespread use in other harbors and the presence of two restrictive bridges across Taunton River which make navigation hazardous even for present vessel traffic.

Recommended project.—The project recommended calls for deepening the existing channels and turning basin from 35 to 40 feet and modification of one restrictive bridge. Channel width and alinement would remain essentially the same. The other bridge will be removed by local interests.

Estimated cost (1966 price level)

Federal.....	\$8, 762, 000
Non-Federal.....	1, 347, 000
Total.....	10, 109, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$348, 700	\$53, 700	\$402, 400
Maintenance.....	23, 800	6, 000	29, 800
Total.....	372, 500	59, 700	432, 200

Annual benefits.—Transportation savings, \$1,522,500.

Benefit-cost ratio.—3.5.

Local cooperation.—Provide all lands, easements, and rights-of-way required for construction and subsequent maintenance; hold and save the United States free from damages due to construction and maintenance of the project; provide and maintain adequate depths in approach channels and berthing areas; accomplish utility and other relocations or alterations as necessary; demolish and remove the Slades Ferry Bridge; assume a portion of the costs for altering the Brightman Street Bridge in accordance with the principles of section 6 of the Bridge Alteration Act of 1940, as amended. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Commonwealth of Massachusetts: Favorable.

State of Rhode Island: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget has no objection to the submission of the report to Congress. However, it states that vessels using the northern arm of the Tiverton Channel, about 1¼-miles long, serve only the Gulf Oil Corp. It believes that a question exists as to whether this segment of the project benefits more than a single user. The Bureau states that if the project is authorized, it expects further consideration be given this matter prior to any request for funds to initiate construction. If this segment is authorized for construction, the Bureau recommends that prior to expenditure of Federal construction funds, local interests agree to pay 50 percent of construction costs of the northern arm of the Tiverton Channel and that if cost sharing is not provided, construction of that segment of the Tiverton Channel shall not commence until such time as there are additional users or the Secretary of the Army determines that there will be additional users within a reasonable period of time.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as un-

authorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—This improvement is urgently needed to provide adequate channel dimensions which will accommodate the large, more efficient vessels now in widespread use in this area.

FORESTVILLE HARBOR, MICH.

(H. Doc. 183, 90th Cong.)

Location.—The project will be at Forestville, on the southwest shore of Lake Huron in eastern Michigan, generally midway between Harbor Beach and Port Sanilac and about 100 miles north of Detroit.

Authority.—River and Harbor Act of 1945.

Existing project.—None.

Navigation problem.—There is need for more small boat harbors along the shore of Lake Huron to meet the increasing demand of the boating public. In addition, there is need for a harbor-of-refuge between Port Sanilac and Harbor Beach to provide a haven for small boats caught on the lake during sudden storms.

Recommended plan of improvement.—The project consists of constructing two breakwaters with a total length of 2,240 feet and dredging a protected harbor area within to a depth of 8 feet. An entrance channel between the breakwaters of 10-foot depth would also be provided. Facilities to accommodate sport fishing from the main breakwater would also be provided.

Estimated cost (1965 price level)

Federal.....	\$538, 000
Non-Federal.....	538, 000
Total.....	1, 076, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$21, 500	\$21, 500	\$43, 000
Maintenance.....	6, 800	1, 000	7, 800
Total.....	28, 300	22, 500	50, 800
Annual benefits:			
Recreational boating.....			\$53, 200
Breakwater fishing.....			8, 400
Total.....			61, 600

Benefit-cost ratio.—1.2.

Local cooperation.—Contribute in cash 50 percent of construction costs of general navigation facilities, excluding navigation aids, presently estimated at \$498,000; provide all lands, easements, rights-of-way and provide or pay for any spoil containment works; hold and save the United States free from damages due to construction and maintenance of the project; establish a public body to regulate the use and growth of the harbor; provide and maintain adequate berthing areas, mooring facilities and service areas; establish regulations pro-

hibiting pollution of the harbor by the users thereof; contribute in cash 50 percent of the facilities provided for breakwater fishing, presently estimated at \$40,000; and bear all costs for maintenance, operation, and replacement of breakwater fishing facilities. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Michigan: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter, we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

*Remarks.—*The Lake Huron shore in the vicinity of Forestville is exposed to sudden and violent storms. The project at Forestville will provide a much needed harbor, and a harbor of refuge for small craft.

GULF INTRACOASTAL WATERWAY, ST. MARKS TO TAMPA BAY, FLA.

(S. Doc.—90th Cong.)

*Location.—*Along Florida's gulf coast, between St. Marks and Tampa Bay.

*Authority.—*Senate Public Works Committee resolutions adopted February 6, 1940, and December 20, 1950.

*Existing project.—*The project for the Gulf Intracoastal Waterway, 12 by 125 feet, extends west from St. Marks to Brownsville, Tex.; the project for the Intracoastal Waterway, 9 by 100 feet, extends from Caloosahatchee, Fla., to the Anclote River, Fla.

*Problem.—*The gap between the waterways need to be eliminated, to permit use of inland barge equipment in lieu of present equipment necessary for transiting open waters. This would result in substantial savings in barge transportation charges.

*Recommended plan of improvement.—*The recommended plan provides for extension of the waterway from St. Marks River to Tampa Bay, Fla. It will be 190 miles long, 12 feet deep, and 150 feet wide. Recreation facilities will be provided.

Estimated cost (1966 price level)

Federal.....	\$89, 252, 000
Non-Federal.....	14, 450, 000
Total.....	103, 702, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$3,958,000	\$638,000	\$4,596,000
Maintenance and operation.....	958,000	80,000	1,038,000
Land costs.....	0	166,000	166,000
Total.....	4,916,000	884,000	5,800,000
Annual benefits:			
Navigation.....			\$7,884,000
Recreation.....			2,103,000
Total.....			9,987,000

Benefit-cost ratio.—1.7.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project for initial and subsequent disposal of spoil, and also necessary retaining dikes, bulkheads, and embankments therefor or the costs of such retaining works; assume all obligations of owning, including operating, maintaining, and replacing, all bridges altered or constructed as part of the project, with such obligations for each bridge being assumed upon completion of the alteration or construction of that bridge; hold and save the United States free from damages that may result from the construction and maintenance of the project; provide and maintain at local expense adequate public terminal and transfer facilities open to all on equal terms; accomplish without cost to the United States such utility or other relocations or alterations as are required for project purposes; provide, prior to postauthorization planning, a long-range plan for development of the region; contribute in cash 6.6 percent of the construction cost including engineering and design and supervision and administration of construction of all dredging work to be provided by the Corps of Engineers, a contribution now estimated at \$5,570,000, to be paid either in a lump sum prior to start of construction, or in installments prior to start of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of cost to be made after actual costs have been determined; and establish regulations prohibiting discharge of pollutants in the waters of the channel by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Florida: Favorable.

Remarks.—The recommended improvement will provide a navigation system extending about 190 miles and will eliminate the gap in the Gulf Intracoastal Waterway permitting the use of inland barge equipment from Brownsville, Tex. to Tampa Bay, Fla.

HAMLIN BEACH STATE PARK, N.Y.

(H. Doc. , 90th Cong.)

Location.—On the south shore of Lake Ontario, about 20 miles northwest of Rochester, N.Y.

Authority.—House Public Works Committee Resolution approved September 25, 1945.

Existing project.—There is no existing navigation project in the area. A beach erosion project west of the area, has not been started.

Problem.—The fast increasing number of small recreational boats in the area make a small-boat harbor and harbor of refuge necessary. The nearest existing facilities are Rochester Harbor, 20 miles easterly and Oak Orchard Harbor, 14 miles westerly. Braddock Bay Harbor, 12 miles east, is not suitable as a harbor of refuge.

Recommended plan of improvement.—An 8-foot protected entrance channel; a 6-foot dock channel and maneuvering area; a revetment along the lake to prevent scouring around the inshore ends of the breakwaters; and breakwater recreational fishing facilities.

Estimated cost (July 1967 price level)

Federal.....	\$500, 000
Non-Federal.....	500, 000
Total.....	1, 000, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$21, 400	\$21, 000	\$42, 400
Maintenance.....	4, 500	500	5, 000
Total.....	25, 900	21, 500	47, 400

Annual benefits:			
Recreational boating.....			\$63, 900
Harbor of refuge.....			5, 000
Breakwater fishing.....			43, 000
Total.....			111, 900

Benefit-cost ratio.—2.4.

Local cooperation.—Contribute in cash 50 percent of the construction costs of navigation and fishing facilities excluding navigation aids; provide all lands, easements and rights-of-way and provide areas for any spoil containment works; hold and save the United States free from damage due to construction, operation and, maintenance of the project; regulate the use and growth of the harbor; provide and maintain adequate berthing area, mooring facilities, and service areas; establish and enforce regulations prohibiting pollution of the harbor; and bear all costs of maintenance, operation, and replacement of facilities, parking areas, and sanitary facilities for recreational fishing. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal Agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of New York: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Remarks.—There is need for additional small boat harbors to meet the increasing needs of the boating public in the area. This project will help meet this need.

HEMPSTEAD HARBOR, N. Y.

(H. Doc. 101, 90th Cong.)

Location.—This harbor is located in the towns of North Hempstead and Oyster Bay in Nassau County, N. Y., and is on the north shore of Long Island about 25 miles northeast of the Battery, New York City.

Authority.—House Public Works Committee resolution adopted August 15 1961.

Existing project.—Provides for a channel 6 feet deep and 100 feet wide from the entrance for a distance of about 5,000 feet; thence 80 feet wide for 3,200 feet; thence 50 to 70 feet wide to the head of navigation, a distance of 1,700 feet. The total length of the channel is about 2 miles.

Navigation problem.—The present depths restrict full loading of vessels in all reaches of the channel. A tanker requiring a depth of 12 feet under present conditions incurs an average delay of 1 hour. Groundings of vessels also occur due to insufficient depths.

Recommended plan of improvement.—Provides for a channel 13 feet deep at mean low water, and 150 feet wide from deep water in the harbor to the North Hempstead Turnpike viaduct, a distance of approximately 2.1 miles, and a turning basin off the west side of the channel near the head of the improvement 9 feet deep at mean low water, 190 feet in net width and 470 feet in maximum length, subject to the condition that no dredging of the channel shall be done within 50 feet of any established pierhead line, wharf or other structure.

Estimated cost (Price level of July 1965)

Federal.....	\$703, 000
Non-Federal.....	0
Total.....	703, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$29, 100		\$29, 100
Maintenance and operation.....	18, 900		19, 800
Total.....	48, 000		48, 000

Annual benefits.—Transportation savings, \$117,100.

Benefit-cost ratio.—2.4.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way required for construction and maintenance of the project and for construction and maintenance of aids to navigation upon the request of the Chief of Engineers; hold and save the United States free from damages due to the construction and maintenance of the project; provide and maintain without cost to the United States depths in berthing areas and local access channels serving the terminals, commensurate with the depths provided in the related project areas; accomplish without cost to the United States such utility or other relocations or alterations as necessary for project purposes; and establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the waters of the harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control. Local interests have indicated willingness to provide requirements of local cooperation.

Comments on the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—This improvement is needed to provide for full loading of the vessels, and to prevent shipping delays and grounding of vessels.

HUMBOLDT HARBOR AND BAY, CALIF.

(H. Doc. 330, 90th Cong.)

Locations.—Humboldt Bay is located on the Pacific coast about 225 nautical miles north of San Francisco and about 156 nautical miles south of Coos Bay, Oreg.

Authority.—Resolutions of the Committee on Public Works, House of Representatives, adopted March 30, 1955 and June 30, 1960.

Existing project.—The existing project provides for two rubble-mound jetties at the bay entrance; a 40-foot deep bar and entrance channel; the North Bay Channel, 30 feet deep and 400 feet wide to mile 4.29; Eureka Channel, 30 feet deep and 400 feet wide from mile 4.29 to mile 5 and 26 feet deep and 400 feet wide to mile 6.3; Somoa Channel, 30 feet deep and 300 feet wide. In the South Bay, the Fields Landing Channel, 26 feet deep and 300 feet wide, extends to mile 3.16 and terminates in a turning basin with dimensions 600 feet by 800 feet by 26 feet. The authorized project also provides for a channel 18 feet deep and 150 feet wide to Arcata wharf in the north bay. This wharf is abandoned and the channel is no longer used.

Navigation problem.—The existing project depths and channel dimensions do not meet the requirements of present and future water-

borne commerce. Project depths are hazardous for modern deep-draft vessels that carry lumber as general cargo in the intercoastal and foreign trades.

Recommended plan of improvement.—Provides for deepening the North Bay Channel to 35 feet with widening at the bends at channel miles 0.75 and 2.6; deepening the Somoa Channel to 35 feet; deepening the outer reach of the Eureka Channel to 35 feet; and dredging of a 1,200-foot square anchorage area in the North Bay to a depth of 35 feet.

	<i>Estimated cost (price level of July 1965)</i>	<i>Amount</i>
Federal.....	-----	\$2, 430, 000
Non-Federal.....	-----	613, 000
Total.....	-----	3, 043, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$100, 000	\$25, 000	\$125, 000
Maintenance and operation.....	14, 000	-----	14, 000
Total.....	114, 000	25, 000	139, 000

¹ Includes \$1,000 for maintenance of navigation aids.

Annual benefits:		
Damages prevented.....	-----	\$10, 000
Savings in transportation costs.....	-----	139, 000
Total.....	-----	149, 000

Benefit-cost ratio.—1.1.

Local cooperation.—Provide and maintain adequate wharf and terminal facilities open to all on equal and reasonable terms; provide and maintain depths in the berthing areas and local access channels commensurate with the depths provided in the related project channels; provide all lands, easements, and rights-of-way; hold and save the United States free from all claims for damages to wharves, piers, and other marine and submarine structures due to initial dredging work and subsequent maintenance dredging; and accomplish all alterations as may be required to sewer, water supply, drainage, cableways, and other utility facilities. Local interests have indicated willingness and ability to provide the required cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget would expect a reanalysis of the benefits and costs prior to any request for construction funds. Subject to consideration of this comment, the Bureau has no objection to submission of the report to Congress.

Comments of the Secretary of the Army.—In accordance with the comment of the Bureau of the Budget, the Chief of Engineers will review the benefits and costs of the project prior to requesting appropriation of funds for construction.

Remarks.—The proposed improvements would provide for the present and future waterborne commerce needs of the harbor.

IPSWICH RIVER, MASS.

(H. Doc. 265, 90th Cong.)

Location.—Ipswich River is located in northeastern Massachusetts about 40 miles north of Boston and is a tributary to Plum Island Sound.

Authority.—A resolution adopted by the Committee on Public Works of the House of Representatives on August 14, 1959.

Existing project.—The existing Federal project was adopted in 1886 and provides for a channel 4,000 feet long, 60 feet wide, and 4 feet deep through two sandbars in the upper portion of the tidal section of the river.

Navigation problem.—Shoaling at the river mouth and along the lower reach of channel restricts boating use and forces commercial vessels to await favorable tides. In addition, there is a lack of adequate anchorage areas along the channel to accommodate the increasing boating demand.

Recommended plan of improvement.—The plan of improvement consists of a channel about 2.5 miles long, 60 feet wide, and 6 feet deep, extending from Plum Island Sound to the vicinity of Nabbys Point; two anchorage areas of 6-foot depth, one located at the upper end of the channel and the other near the lower end in Neck Cove; and a jetty on the south side of the river mouth extending about 1,400 feet into the sound to prevent entrance shoaling.

Estimated cost (Price level of March 1967)

Federal.....	¹ \$616, 000
Non-Federal.....	277, 000
Total.....	893, 000

¹ Excludes \$15,000 for navigation aids.

PROJECT ECONOMICS

	Federal ¹	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$24, 500	\$11, 000	\$35, 500
Maintenance.....	19, 500	0	19, 500
Total.....	44, 000	11, 000	55, 000

¹ Excludes annual charges of \$2,000 for navigation aids.

Annual benefits:

Recreational boating.....	\$63, 500
Commercial fishing.....	40, 000
Total.....	103, 500

Benefit-cost ratio.—1.8.

Local cooperation.—Contribute in cash 31 percent of construction cost, presently estimated at \$277,000; provide all lands, easements, and rights-of-way required; hold and save the United States free from damages due to construction and maintenance of the project; establish a public body to regulate the use and growth of the harbor; provide and maintain all necessary berthing areas and mooring and service facilities.

ties; and establish regulations to prevent pollution of the river by the navigation users thereof. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Massachusetts: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

*Comments of the Secretary of the Army.—*Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967 submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

*Remarks.—*This project is needed to provide adequate anchorage areas to accommodate the increasing boating demand.

KAKE HARBOR, ALASKA

(S. Doc. 70, 90th Cong.)

*Location.—*The town of Kake is in southeastern Alaska, 39 miles west of Petersburg and about 850 miles northwest of Seattle.

*Authority.—*Senate Committee on Public Works resolution adopted August 23, 1961.

*Existing project.—*There is no Federal project at Kake. In 1940 a Civilian Conservation Corps project for construction of a breakwater was initiated; however, the work was not completed. A State-maintained wharf extending 600 feet from shore has been constructed on top of the partially completed breakwater.

*Navigation problem.—*The existing harbor offers little protection to the fishing fleet. The prevailing southeast winds cause considerable damage; however, the most severe storms come from the west and northwest, usually developing at night after a sudden shift of direction.

*Recommended plan of improvement.—*Provides for a 1,580-foot west breakwater and a 900-foot south breakwater to protect a mooring area having adequate existing depths.

	<i>Estimated cost (price level of September 1966)</i>	<i>Amount</i>
Federal.....	-----	\$1, 760, 000
Non-Federal.....	-----	6, 000
Total.....	-----	1, 766, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$70, 100	\$200	\$70, 300
Maintenance and operation.....	4, 000	0	4, 000
Maintenance of navigation aids.....	300	0	300
Total.....	74, 400	200	74, 600

Annual benefits: Commercial fishing----- \$135, 400

Benefit-cost ratio.—1.8.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold the United States free from damages; provide and maintain without cost to the United States necessary mooring facilities and utilities, including a public landing with suitable supply facilities open to all on equal terms; maintain adequate depths in the berthing area; accomplish required utility relocations; and establish regulations concerning discharge of untreated sewage, garbage, and other pollutants in the waters of the harbor by the users thereof. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Alaska: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—Kake Harbor is exposed to frequent storms which batter and destroy boats. Fishing is the sole industry of the local community. The project would provide the needed protection for this industry.

KING COVE HARBOR, ALASKA

(S. Doc. 13, 90th Cong.)

Location.—King Cove is located on the south coast of the Alaska Peninsula, about 650 miles southwesterly of Anchorage and 400 miles southwesterly of Kodiak.

Authority.—Senate Committee on Public Works resolution adopted August 16, 1960.

Existing project.—There is no existing Federal project at King Cove.

Navigation problem.—The fishing boats operating in the King Cove area lack sheltered anchorage. King Cove is subjected to heavy winds and waves during storm periods. The Aleutian Island-Southwestern Alaska area is one of the most prominent storm-producing areas of the world. The town is reliant upon the harvesting and processing of salmon, king crab, and halibut

Recommended plan of improvement.—Provides for a 15-foot-deep anchorage basin about 11 acres in area, an entrance channel 125 feet wide and 15 feet deep, an earthfill training dike, and a rockfill groin.

Estimated cost (price level of April 1966)

Federal-----	\$522, 000
Non-Federal-----	5, 000
Total-----	527, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$21,000	\$200	\$21,200
Maintenance and operation.....	10,000	0	10,000
Maintenance of navigation aids.....	500	0	500
Total.....	31,500	200	31,700

Annual benefits: Commercial fishing..... \$143,750

Benefit-cost ratio.—4.5.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save the United States free from damages; provide and maintain at local expense adequate public terminal and transfer facilities open to all on equal terms; accomplish required utility alterations; and establish regulations concerning discharge of untreated sewage, garbage, and other pollutants in the waters of the anchorage by users thereof. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Alaska: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—There is a need for a safe, sheltered anchorage to protect the local fishing fleet. The project meets the needs of both locally based and transient craft.

MIAMI HARBOR, FLA.

(S. Doc. 93, 90th Cong.)

Location.—Miami Harbor is on the Atlantic coast of southern Florida.

Authority.—Senate Public Works Committee resolution adopted August 18, 1944.

Existing project.—The authorized Federal project consists of a 30-foot deep and 500-foot wide channel inland to the outer end of the north jetty; thence 400 feet wide across Biscayne Bay to a 1,700-foot diameter turning basin; a 30-foot deep turning basin at Fisher Island, about 900 by 1,900 feet; two entrance jetties; and connecting interior channels.

Navigation problem.—Fully loaded deep-draft cargo vessels and some cruise ships cannot use harbor due to insufficient depth. In the future, new and larger vessels will also find the channel inadequate.

Recommended plan of improvement.—Deepening the existing 30-foot channels to 38 feet by 500 feet in the bar channel, widening the north side of the channel between jetties by 100 feet at 38-foot depth to beach line, thence 36 feet by 400 feet across Biscayne Bay to and including existing turning basin at Biscayne Boulevard terminal; deepening Fisher Island turning basin to 36 feet.

Estimated cost (June 1966 price level)

Federal.....	\$6, 476, 000
Non-Federal.....	789, 000
Total.....	7, 265, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$265, 400	¹ \$41, 200	\$306, 600
Maintenance and operation.....	3, 000		3, 000
Total.....	268, 400	41, 200	309, 600

¹ Includes \$9,100 economic costs of lands.

Annual benefits:

Transportation savings.....	\$391, 200
Reduction of accidents.....	6, 000
Land enhancement.....	77, 800
Total.....	475, 000

Benefit-cost ratio.—1.5.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project, including suitable areas for initial and subsequent disposal of spoil and necessary retaining dikes, bulkheads and embankments therefor, or the costs of such retaining works; provide and maintain at local expense adequate public terminal and transfer facilities including an oil terminal, open to all on equal terms, and depths in berthing areas and local access channels serving the terminals commensurate with the depth provided in the related project areas; hold and save the United States free from damages due to construction and maintenance of the project; accomplish without cost to the United States such utility and other relocations or alterations as necessary for project purposes; establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the waters of the channel and harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control; contribute in cash 8.2 percent of the construction cost, including engineering and design and supervision and administration thereof, of all work to be provided by the Corps of Engineers, a contribution now estimated at \$579,000, to be paid in a lump sum prior to start of construction, or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of Engineers, the final allocation of cost to be made after the actual costs have been determined. Local interests have indicated their willingness to furnish all items of local cooperation required.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Florida: Favorable.

*Comments of the Bureau of the Budget.—*No objection.*Remarks.—*The improvement is urgently needed in order that fully loaded vessels and new and larger vessels may use the harbor.

MISSISSIPPI RIVER-GULF OUTLET, MICHLOUD CANAL, LA.

(S. Doc. ———, 90th Cong.)

*Location.—*The Michoud Canal is located in the eastern part of the city of New Orleans, in southeastern Louisiana.*Authority.—*Senate Public Works Committee resolution adopted June 9, 1964.*Existing project.—*The Mississippi River-Gulf Outlet project provides for a deep-draft ship channel 500 feet wide and 36 feet deep from New Orleans inner harbor in an easterly direction to the Gulf of Mexico. The Gulf Intracoastal Waterway provides an east-west barge channel 150 feet wide and 12 feet deep from Florida to the Gulf of Mexico. The non-Federal Michoud Canal, about 1½ miles long and 800 feet wide, with depths varying from 18 to 50 feet, is presently being used by local barge traffic.*Navigation problem.—*Existing depths in the Gulf Intracoastal Waterway and the Michoud Canal, east of the deep-draft Mississippi River-Gulf Outlet Channel, are inadequate for the larger oceangoing vessels to serve the export and import facilities located on Michoud Canal.*Recommended plan of improvement.—*Modification of the existing Mississippi River-Gulf Outlet project by deepening and widening the affected portion of the waterway and the entire length of the Michoud Canal to a depth of 36 feet over a bottom width of 250 feet with a turning basin 800 feet square at the upper end of Michoud Canal.*Estimated cost (July 1967 price level)*

Federal.....	¹ \$1, 300, 000
Non-Federal.....	43, 000
Total.....	¹ 1, 343, 000

¹ Excludes \$20,000 for aids to navigation.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$53, 800	\$1, 800	\$55, 600
Maintenance and operation.....	¹ 14, 300		¹ 14, 300
Total.....	¹ 68, 100	1, 800	¹ 69, 900

¹ Includes \$1,500 operation and maintenance for navigation aids.

Annual benefits: Transportation savings----- \$495, 000

Benefit-cost ratio.—7.1.

Local Cooperation.—Provide all lands, easements, and rights-of-way, including suitable spoil disposal areas and retaining dikes therefor; make necessary utility or other relocations or alterations; hold and save the United States free from damages due to construction and subsequent maintenance of the project, including any erosion beyond the right-of-way furnished; and provide, maintain, and operate adequate public wharf facilities on the Michoud Canal open to all on equal terms. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare.

Department of Transportation: Favorable.

State of Louisiana: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Prior to request for initiation of construction funds the Corps of Engineers will obtain assurances from local interests that facilities adequate to insure multiple use and to justify the proposed project will be constructed.

Remarks.—The proposed navigation project will permit oceangoing vessels to reach the facilities on Michoud Canal by extending the 36-foot navigation depth via the Gulf Intracoastal Waterway and the Michoud Canal.

MISSISSIPPI RIVER OUTLETS, VENICE, LA.

(H. Doc.—, 90th Cong.)

Location.—Venice, La., is located on the right bank of the Mississippi River about 70 miles southeast of New Orleans and about 10 miles above the Head of Passes.

Authority.—House of Representatives Public Works Committee resolution adopted April 14, 1964.

Existing project.—The existing 40- by 1,000-foot Mississippi River project provides deep-draft access from the Gulf of Mexico to New Orleans and Baton Rouge. The 9- by 80-foot Empire Waterway connects the Gulf of Mexico with the Mississippi River project about 20 miles upstream of Venice.

Problem.—The inadequate access channels require oilfield service vessels to travel many extra miles between Venice and offshore areas in the Gulf of Mexico. Also, the large gulf commercial fishing fleet must frequently travel extra miles around the Mississippi River Delta in search of more productive shoreline fishing areas on the east or west sides of the river.

Recommended plan of improvement.—Deepening and enlarging the 6-mile-long Baptiste Collette Bayou between the Mississippi River and Breton Sound, and the 12-mile-long Grand and Tiger Passes between the Mississippi River and the Gulf of Mexico. The proposed plan will provide a channel depth of 14 feet over a bottom width of 150 feet, with entrance channels having a depth of 16 feet over a bottom width of 250 feet, and jetties to the 6-foot depth contour at the channel mouths when needed.

Estimated cost (price level of July 1967)

Federal.....	¹ \$4, 520, 000
Non-Federal.....	1, 030, 000
Total.....	5, 550, 000

¹ Excludes \$80,000 for aids to navigation.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual Charges			
Interest and amortization.....	\$187, 500	\$42, 000	\$229, 500
Maintenance and operation.....	¹ 380, 000		¹ 380, 000
Total.....	¹ 567, 500	42, 000	¹ 609, 500

¹ Includes \$12,000 operation and maintenance for navigation aids.

Annual benefits:

Transportation savings:

Offshore oilfield operations.....	\$675, 800
Commercial fishing operations.....	806, 400
U.S. Coast Guard operations.....	20, 000

Total..... 1, 502, 200

Benefit-cost ratio.—2.5.

Local cooperation.—Provide all lands, easements, and rights-of-way for construction and subsequent maintenance including suitable areas for initial and subsequent disposal of spoil and also necessary retaining dikes, bulkheads and embankments therefor or the costs of such retaining works; hold and save; and provide all required alterations such as pipelines, cables, and other improvements, as well as their maintenance. Local interests have indicated that they are willing to comply with the required cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable

Department of Transportation: Favorable

State of Louisiana: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed navigation channel improvements will provide much shorter and safer routes to major oil, gas, and fishing areas located east and west of the Mississippi River and in the Gulf of Mexico. The project is compatible with existing projects and will provide widespread navigation benefits.

MOUTH OF THE COLORADO RIVER, TEX.

(S. Doc.—90th Cong.)

Location.—The Colorado River empties into the Gulf of Mexico about 85 miles southwest of Houston, Tex. The town of Matagorda is situated about 7 miles inland from the gulf at the point where the Gulf Intracoastal Waterway crosses the river.

Authority.—Resolution adopted by the Senate Commerce Committee on August 4, 1936.

Existing project.—The Federal projects in the vicinity include the good discharge channel in the mouth of the Colorado River to the gulf, the Gulf Intracoastal Waterway navigation channel, 12 feet deep,

and a navigation channel, 9 feet deep, in the Colorado River extending about 15 miles upstream from the waterway.

Navigation problem.—Small vessels engaged in offshore fishing and recreational craft berthed in the vicinity of Matagorda must travel about 40 additional miles to reach the Gulf of Mexico.

Proposed plan of improvement.—The construction of a shallow-draft navigation channel from the Gulf of Mexico through a jetty protected entrance to a turning basin at Matagorda and a diversion dam and channel to divert Colorado River flows into Matagorda Bay.

Estimated Cost (Price level of May 1967)

Federal.....	\$7, 163, 000
Non-Federal.....	186, 000
Total.....	7, 349, 000

¹ Includes \$50,000 to be reimbursed for recreation facilities.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$302, 800	\$7, 900	\$310, 700
Operation and maintenance.....	174, 000	16, 000	190, 000
Total.....	476, 800	29, 900	500, 700

Annual benefits:

Transportation savings.....	\$210, 000
Reduced hazards.....	21, 000
Harbor of refuge.....	21, 000
Recreation.....	186, 000
Flood damage reduction.....	15, 000
Increased seafood catch.....	345, 000
Total.....	798, 000

Benefit-cost ratio.—1.6.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save; provide mooring facilities and utilities, including public landing, open to all on equal terms; make alterations of powerlines, pipelines, utility lines, cables, and highway facilities; assume share of costs for recreation facilities and channel and jetties and construct a seafood processing plant at Matagorda, establish regulations to prevent pollution of waters by users thereof.

Remarks.—An additional small craft entrance is needed in this area for the safety of vessels in the gulf.

PORT HUENEME HARBOR, CALIF.

(H. Doc. —, 90th Cong.)

Location.—Port Hueneme Harbor is located on the coast of California, about 65 miles northwest of Los Angeles Harbor.

Authority.—Senate Committee on Public Works resolution adopted April 18, 1963. House Committee on Public Works resolution adopted June 19, 1963.

Existing project.—The existing project was originally constructed by the Oxnard Harbor District and acquired by the U.S. Navy in 1942. In 1961, the Oxnard Harbor District acquired from the U.S. Navy the original wharf and contiguous land area. The harbor is a man-made, landlocked harbor connected to the ocean by a jetty-protected entrance channel, with interior channel and central basin.

Navigation problem.—Depths in the interior channel and central basin are insufficient to accommodate modern general cargo vessels at all tides.

Recommended plan of improvement.—Provides for the deepening of the central basin; widening, extension and deepening of the interior commercial channel, all to a depth of 35 feet. In addition, the general navigation features of the existing harbor, comprising entrance jetties, channels and basin, would be adopted as a Federal project for maintenance.

Estimated cost (price level of January 1968)

Federal.....	\$1, 000, 000
Non-Federal.....	210, 000
Total.....	1, 210, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$41, 000	\$9, 000	\$50, 000
Maintenance and operation.....	40, 000	0	40, 000
Total.....	81, 000	9, 000	90, 000

Annual benefits: Transportation savings..... \$1, 868, 000

Benefit-cost ratio.—20.8.

Local cooperation.—Local interests will be required to provide lands, easements, rights-of-way, and disposal works required for construction and maintenance; provide terminal and transfer facilities, including depths in berthing areas commensurate with depths in related project channels and basins; accomplish utility relocations; clear and remove all improvements from the lands, easements, and rights-of-way provided for construction and subsequent maintenance. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Transportation: Favorable.

Department of the Navy: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed improvement will improve operating conditions and increase the port capacity of the harbor by permitting usage by modern deep-draft cargo vessels. The harbor will serve U.S. Navy and commercial vessels, and Federal maintenance of the general navigation features is appropriate.

RED RIVER BELOW DENISON DAM, LA., ARK., OKLA., AND TEX.
(H. Doc. 304, 90th Cong.)

Location.—The Red River Basin below Denison Dam exclusive of the Ouachita-Black subbasin, covers 29,500 square miles of gently rolling terrain in Louisiana, Arkansas, Oklahoma, and Texas.

Authority.—Resolutions of the Senate and House Public Works Committees adopted September 12, 1959, and February 24, 1960, respectively.

Existing project.—The authorized plan for flood control in the Red River Basin below Denison Dam includes 17 dams and reservoirs, of which 13 are existing or under construction. The plan also includes levee protection on the main stem downstream from Index, Ark., together with channel stabilization where levee setbacks are impossible or uneconomical. It also includes channel improvements on many tributaries below Denison Dam. The authorized but unconstructed Overton-Red Waterway provides for a navigable channel 9 feet deep and 100 feet wide mostly in a land cut along the right bank of the Red River flood plain to Shreveport, La. Also, reconstruction of Caddo Dam on Cypress Bayou upstream from Shreveport was authorized in 1965.

Navigation and bank erosion problem.—The Red River is characterized by wide fluctuations in stage as well as by caving banks and unpredictable shoaling conditions adverse to the interests of navigation. Many acres of productive land are lost to the river each year due to caving banks, and improvements must be either relocated or abandoned. Commercial traffic on the Red River is negligible above the mouth of the Black River. A need for low-cost bulk transportation exists and this is expected to increase with economic growth of the area.

Recommended plan or improvement.—The recommended plan of improvement provides for bank stabilization of the Red River from the Mississippi River to Denison Dam, a distance of about 530 miles. The plan further provides for a 9- by 200-foot slackwater navigation channel about 294 miles long in the main channel of the Red River, in lieu of the authorized Overton-Red route via land cut on the right bank, from the Mississippi River to Shreveport, thence via Twelvemile and Cypress Bayous to the vicinity of Daingerfield, Tex. Nine locks and dams, including locks at two existing dams (Caddo Dam and Ferrells Bridge Dam), will furnish the necessary lift of about 225 feet. Recreation facilities would also be provided at intervals along the improved waterway.

RED RIVER BELOW DENISON DAM, LOUISIANA, ARKANSAS, OKLAHOMA AND TEXAS

ESTIMATED COST: (PRICE LEVEL OF JUNE 1964)

	Federal	Non-Federal	Total
Bank stabilization:			
Mississippi River to Shreveport.....	\$86,241,000	\$7,712,000	\$93,953,000
Shreveport to Index.....	49,900,000	5,749,000	55,649,000
Index to Denison.....	56,984,000	23,380,000	80,364,000
Subtotal.....	193,125,000	36,841,000	229,966,000
Navigation:			
Mississippi River to Shreveport.....	143,104,000	7,780,000	155,884,000
Shreveport to Daingerfield.....	129,994,000	7,066,000	137,060,000
Subtotal.....	278,098,000	14,846,000	292,944,000
Project total.....	471,223,000	51,687,000	522,910,000

PROJECT ECONOMICS

Annual charges:

Bank stabilization:

Mississippi River to Shreveport:

Interest and amortization.....	\$2,825,000	\$293,000	\$3,118,000
Maintenance, operation, and replacement.....	1,178,000	123,000	1,301,000

Subtotal.....	4,003,000	416,000	4,419,000
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Shreveport to Index:

Interest and amortization.....	1,635,000	212,000	1,847,000
Maintenance, operation, and replacement.....	0	849,000	849,000

Subtotal.....	1,635,000	1,061,000	2,696,000
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Index to Denison:

Interest and amortization.....	1,867,000	786,000	2,653,000
Maintenance, operation, and replacement.....	0	1,438,000	1,438,000

Subtotal.....	1,867,000	2,224,000	4,091,000
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Total bank stabilization.....	7,505,000	3,701,000	11,206,000
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Navigation:

Mississippi River to Shreveport:

Interest and amortization.....	6,376,000	359,000	6,735,000
Maintenance, operation, and replacement.....	1,706,000	57,000	1,763,000

Subtotal.....	8,082,000	416,000	8,498,000
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Shreveport to Daingerfield:

Interest and amortization.....	5,580,000	329,000	5,909,000
Maintenance, operation, and replacement.....	785,000	207,000	992,000

Subtotal.....	6,365,000	536,000	6,901,000
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Total navigation.....	14,447,000	952,000	15,399,000
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	Mississippi River to Shreveport	Shreveport to Index	Index to Denison Dam	Total
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Project benefits:

Bank stabilization:

Damages to levees.....	\$311,600	\$151,600	0	\$463,200
Damages to structures.....	716,100	279,500	\$241,000	1,236,600
Agricultural losses.....	708,300	1,123,500	1,595,000	3,426,800
Land enhancement.....	927,900	864,100	2,224,000	4,016,000
Flood damage reduction.....	168,800	8,400	0	177,200
Reduced maintenance.....	454,000	97,500	0	551,500
Security against levee crevasses.....	401,000	0	0	401,000
Recreation and fish and wildlife.....	1,032,400	852,200	111,000	1,995,600
Economic redevelopment.....	588,600	242,300	347,000	1,177,900
Reduced sedimentation in Atchafalaya River.....	50,000	0	0	50,000

Total.....	5,358,700	3,619,100	4,518,000	13,495,800
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	Mississippi River to Shreveport	Shreveport to Daingerfield	Total
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Project benefits:

Navigation:

Transportation savings.....	\$10,778,600	\$6,244,400	\$17,023,000
Recreation and F. & W.L.....	604,600	304,500	909,100
Water quality and reduced pumping costs.....	93,300	25,600	118,900
Economic redevelopment.....	1,081,100	695,000	1,776,100

Total.....	12,557,600	7,269,500	19,827,100
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Benefit-cost ratio

Bank stabilization:	
Mississippi River to Shreveport.....	1. 2
Shreveport to Index.....	1. 3
Index to Denison Dam.....	1. 1
Entire project.....	1. 2
Navigation:	
Mississippi River to Shreveport.....	1. 5
Shreveport to Daingerfield.....	1. 05
Entire project.....	1. 3

Local cooperation.—

Bank stabilization.—Furnish all lands, easements, and rights-of-way, including lands for recreational development; hold and save; maintain project works upstream of the navigation improvements at Shreveport; make relocations of utilities, bridges (except railroad), sewers, pipelines, and any other alterations; and in addition for the reach from Index, Ark., to Denison Dam, provide a cash contribution for land enhancement amounting to 26.1 percent of the estimated Federal cost of construction, such contribution being now estimated at \$20,127,000.

Navigation.—Furnish all lands, easements, and rights-of-way-including lands for recreational development; hold and save free from damages including those resulting from dredging, changes in groundwater level, and wave action; provide a proportionate share of the cost of bridge alterations over existing channels; assume all obligations of owning, maintaining, and operating all railway and highway bridges altered or constructed as part of the navigation project; make alterations in pipelines, and in sewer, water supply, drainage, and other utility facilities, as well as their maintenance; provide and maintain adequate public terminal and transfer facilities open to all on equal terms; obtain water rights that may be necessary for operation in the interest of navigation.

Recreation facilities.—Make contributions to bring the non-Federal share of recreation development to at least 50 percent of the total first cost of that development; operate and maintain the recreational areas and facilities, except that facilities which are integral parts of a structure operated and maintained by the Federal Government shall be operated and maintained under whatever cost-sharing arrangement applies to the basic structure; and assure access to recreational developments to all on equal terms.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Comments are generally favorable. The Department raised a question relative to project effects on ground water and on agricultural operation adjacent to the river. The Chief of Engineers has assured the Department that consideration will be given during design studies to the project effects and possible measures to minimize adverse effects.

Department of Commerce.—Comments are generally favorable. The Bureau of Public Roads is of the opinion that the assignment of bridge costs to local interests in accordance with the principles of the Truman-

Hobbs Act is inappropriate where there is a shallow, narrow stream that has not been navigated. The Bureau also notes that possible additional costs should be considered for the navigation reach below Shreveport because of the probable reconstruction of seven bridges which do not have horizontal clearances for a 200-foot channel, and also because of possible additional bridges. The Chief of Engineers believes that navigation cost apportionment is in accordance with congressional policies expressed in legislation applicable to projects for general navigation to insure a fair and equitable apportionment of bridge alteration costs. With regard to possible future improvement of existing bridges or possible additional bridges, the Chief of Engineers believes that it was not equitable to allow costs for possible, but unknown, future effects on facilities beyond those that are existing, under construction, being planned, or subject to reasonable estimation.

Department of Health, Education, and Welfare: Favorable.

Federal Power Commission: Favorable.

State of Louisiana.—Generally favorable. The Wild Life and Fisheries Commission noted that waste discharges by cities and installations should be controlled, to which the Chief of Engineers responded that the Corps would work with the responsible State agency in its efforts to control pollution. The State requested deletion of the requirement of local cooperation wherein maintenance of bank stabilization works in the reach from Shreveport to Index, Ark., is a non-Federal responsibility. The cost sharing for the improvements between Shreveport and Index recommended by the Chief of Engineers was developed in accordance with the policy for projects providing localized flood protection, such as levees, channel improvements, and bank erosion protection.

State of Arkansas: Favorable.

State of Oklahoma: Generally favorable.

State of Texas.—Generally favorable. Concerns expressed relate to authorization limitations which might endanger completion of the full project, and certain adjustments in cost-and-benefit allocations between project reaches and an adjustment in the cost sharing for the reach from Index upstream to Denison Dam. The Chief of Engineers believes that an economic restudy of the upper navigation reach from Shreveport to Daingerfield, Tex., prior to construction will provide a valuable service to the Congress and the executive branch for a project of this magnitude and will also provide local interests an opportunity to reevaluate their positions with respect to local cooperation requirements. The Chief of Engineers also believes the cost and benefit allocations between project reaches appropriate and that the various cost-sharing requirements, including the reach from Index to Denison Dam, are consistent with policies approved by Congress in past authorizations of similar projects.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that the recommended waterway segment between Shreveport, La., and Daingerfield, Tex., is economically justified by only a narrow margin and the Bureau concurs with the recommendation of the Chief of Engineers for an economic restudy of this reach of the waterway prior to initiation of construction. The Bureau also believes the study should reflect the extent of Federal interest in the maintenance and operation of the existing Caddo Dam in Louisiana. Furthermore, the Bureau expresses concern over the precedent which would be estab-

lished by the recommended project for bank stabilization between Index, Ark., and Denison Dam, and expresses the belief that bank stabilization should not be a Federal responsibility unless directly related to navigation or flood control. Subject to consideration of the above, the Bureau of the Budget advises there would be no objection to the submission of the proposed report to the Congress.

Comments of the Secretary of the Army.—The Secretary of the Army concurs with the views of the Bureau of the Budget. However, with respect to bank stabilization, the Secretary has requested the Chief of Engineers to develop a proposal for a general policy for consideration by all concerned.

Remarks.—It is believed the waterway will provide an artery for low-cost bulk transportation which in combination with the abundant natural resources will stimulate the economic growth of the region. Also, by stabilizing the banks of this widely meandering stream more productive use of lands now threatened by caving banks will be possible.

SAN DIEGO HARBOR, CALIF.

(H. Doc. —, 90th Cong.)

Location.—San Diego Harbor is located on the coast of southern California, immediately north of the Mexican border, and is 96 miles southeast of Los Angeles.

Authority.—House Committee on Rivers and Harbors resolution adopted March 5, 1946; section 6, Public Law 14, 79th Congress, approved March 2, 1945; Senate Committee on Public Works resolution adopted August 13, 1958.

Existing project.—The existing Federal project consists of a jetty, entrance channel, interior channels, anchorage areas, turning basin, and a diversion dike.

Navigation problem.—Existing channel depths and widths are not sufficient for modern cargo vessels and U.S. Navy vessels under full load at all conditions of tide.

Recommended plan of improvement.—The proposed improvement generally consists of modifying the existing project by deepening and extending project channels to provide 42-foot depth in the entrance, 40-foot depth to bulk terminals, and 35-foot depth to general cargo terminals, deletion of incompleeted authorized work on the South Bay seaplane basin and triangular approaches adjacent to Harbor Island from the project, and extension of authorized maintenance to include channels or additional depth of channels dredged by the U.S. Navy or local interests.

Estimated cost (price level of January 1967)

Federal.....	\$5, 360, 000
Non-Federal.....	2, 800, 000
Total.....	8, 160, 000

Federal costs are exclusive of \$40,000 for aids to navigation and \$1,500,000 for relocation of U.S. Navy utilities.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$281,000	\$114,000	\$395,000
Maintenance and operation.....	24,000	0	24,000
Total.....	305,000	114,000	419,000

Annual benefits: General navigation..... \$1, 360, 000

Benefit-cost ratio.—3.2.

Local cooperation.—The requirements of local cooperation conform to general policy for navigation projects. Local interests will be required to hold and save the United States free from damage; provide adequate public terminal and transfer facilities; accomplish required relocations; provide lands, easements, rights-of-way, and disposal works; provide depths in berthing areas and local access channels commensurate with depths in related project channels; prevent pollution; and make an equitable cash contribution due to the local land enhancement derived from the deposition of dredge spoil. Local interests have indicated willingness to fulfill the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that benefits for future lumber shipments by barge are used to justify the deep-draft channel, and objects of the use of this benefit in the economic analysis. The Bureau notes however, that even if this benefit were deleted, the project would have a favorable benefit-cost ratio. Subject to consideration of this comment, the Bureau has no objection to submission of the report to Congress.

Comments of the Secretary of the Army.—Concerning the Bureau's comment, the Chief of Engineers considers the benefit in question to be proper in that a channel to service the proposed D Street terminal area is required between miles 12.5 and 13.5. The Bureau position appears to be based on the assumption that the locally constructed channel will extend to the proposed D Street terminal at mile 13.5. The Chief of Engineers informs that this channel will extend only to mile 12.5.

Remarks.—The existing harbor channel depths and widths are not sufficient to accommodate the larger cargo vessels and U.S. Navy vessels at all conditions of tide and the improvement will correct these deficiencies.

SERGIUS AND WHITESTONE NARROWS, ALASKA
(S. Doc. 95, 90th Cong.)

Location.—Sergius and Whitestone Narrows, located in southeastern Alaska, are in the network of channels which comprise the inside passage from the Pacific Northwest to and within southeastern Alaska. Whitestone Narrows lies about 15 miles north of Sitka at the south entrance to Neva Strait. The Sergius Narrows passage lies 4 miles into Peril Strait above its junction with Neva Strait, and is about 27 miles northeast of Sitka.

Authority.—Two resolutions of the Senate Committee on Public Works, both adopted April 10, 1963.

Existing project.—There is no existing project in the Sergius Narrows passage. The existing project for Whitestone Narrows consists of a channel 200 feet wide and 24 feet deep between two rock obstructions in Neva Strait.

Navigation problem.—The major problem at Sergius Narrows is the narrowness of the passage and presence of a rock reef which requires abrupt maneuvering in a dangerously constricted area with strong tidal currents. At Whitestone Narrows, rock outcrops at both ends of the passage limit the usable channel width and require changes of course in the constricted reach and in strong tidal currents.

Recommended plan of improvement.—The recommended plan provides for modification of the existing 24-foot-deep channel at Whitestone Narrows by increasing the channel width from 200 to 300 feet, and the construction of a channel 24 feet deep and 450 feet wide at Sergius Narrows. The work would consist of removing rock reefs at both locations to eliminate difficult and hazardous passage caused by narrow rocky channels and strong tidal currents.

Estimated cost (1967 price base)

Federal.....	\$3, 030, 000
Non-Federal.....	0
Total.....	3, 030, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$123, 600	0	\$123, 600
Maintenance and operation ¹	0	0	0
Maintenance of navigational aids ¹	0	0	0
Total.....	123, 600	0	123, 600

¹ No additional funds required.

Annual benefits:

Lower operating costs.....	\$340, 000
Damage prevention.....	71, 000
Total.....	411, 000

Benefit-cost ratio.—3.3.

Local cooperation.—Local interests are required, prior to construction, to agree to hold and save the United States free from damages due to the construction and maintenance of the improvements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

State of Alaska: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Remarks.—The recommended improvements for navigation would improve what is now a difficult and hazardous passage to south-eastern Alaska.

SNOHOMISH RIVER (EVERETT HARBOR), WASH.

(H. Doc. —, 90th Cong.)

Location.—Everett Harbor is located in western Washington, about 30 miles north of Seattle, where the Snohomish River discharges into Puget Sound.

Authority.—Resolutions of the Committees on Public Works of the House of Representatives and Senate, adopted 14 and 28 April 1964, respectively.

Existing project.—The existing Federal project provides for a training dike to channel river flows through the harbor, spur dikes, settling basins for controlling sediment deposition, and connecting channels of varying depths from deep water in Port Gardner Bay to the head of Steamboat Slough.

Navigation problem.—Storm generated waves pass over the deteriorated training dike causing turbulence which disrupts navigation, menaces log raft storage areas in the harbor and damages moored vessels.

Recommended plan of improvement.—The plan of improvement provides for the raising and extension of the existing training dike, and construction of a planked timber-pile breakwater on the western and southern sides of the small-boat basin.

Estimated cost (April 1967 price base)

Federal.....	\$1, 108, 000
Non-Federal.....	332, 000
Total.....	1, 440, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$44, 400	\$13, 300	\$51, 700
Maintenance, operation, and rehabilitation.....	20, 400	0	20, 400
Maintenance naval aids.....	700	0	700
Total.....	65, 500	13, 300	78, 800

Annual benefits:		
General navigation.....	\$195, 900	
Recreational boating.....	184, 900	
Total.....	380, 800	

Benefit-cost ratio.—4.8.

Local cooperation.—Provide all necessary lands, easements, and rights-of-way; hold and save the United States free from damages due to the recommended improvements; provide and maintain all necessary terminal and allied facilities; accomplish without cost to the United States all necessary utility or other relocations and alterations; establish regulations prohibiting pollution of the harbor by users thereof; contribute in cash prior to the start of construction, 9.6 percent of the cost of the proposed work on the training dike, an amount presently estimated at \$85,000, and 44.5 percent of the cost of the boat basin breakwater, an amount presently estimated at \$246,000. Local interests have indicated willingness to comply with requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Washington: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed modifications to the training dike and construction of a breakwater at the existing small-boat basin will provide protection to boats and log rafts against storm generated waves which now pass over the deteriorated dike. The substantial contribution by local interests is equitable because of the large proportion of recreational benefits.

TAWAS BAY HARBOR, MICH.

(H. Doc. 189, 90th Cong.)

Location.—The project will be at East Tawas State Park, on Tawas Bay in Lake Huron, adjacent to the community of East Tawas, Mich.

Authority.—House Committee on Public Works resolution adopted March 8, 1945, and River and Harbor Act of 1945.

Existing project.—None.

Navigation problem.—There is a need for enlarging the existing State boat harbor at East Tawas State Park to accommodate increasing boating demand and there is also a need for a harbor-of-refuge along the coast of Lake Huron in this vicinity.

Recommended plan of improvement.—The project consists of a U-shaped breakwater extending about 1,800 feet southerly and easterly into Tawas Bay from the end of the existing State pier. Facilities to accommodate sport fishing from the breakwater would also be provided.

Estimated cost (1966 price level)

Federal.....	\$466, 000
Non-Federal.....	465, 000
Total.....	931, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$18, 500	\$18, 500	\$37, 000
Maintenance.....	2, 400	0	2, 400
Total.....	20, 400	18, 500	39, 400

Annual benefits:

Recreational boating-----	\$78, 000
Breakwater fishing-----	40, 000
Total-----	118, 000

Benefit-cost ratio.—3.0.

Local cooperation.—Contribute in cash 50 percent of the construction costs of general navigation facilities, excluding navigation aids, less 50 percent of the local cost for providing parking facilities for breakwater fishermen, such contribution presently estimated at \$458,500; provide all lands, easements, and rights-of-way and provide or pay for any spoil containment works; hold and save the United States free from damage due to construction, operation, and maintenance of the project; establish a public body to regulate the use and growth of the harbor; provide and maintain adequate berthing areas, mooring facilities, and service areas and continue to maintain the State pier; establish regulations prohibiting pollution of the harbor by the users thereof; and bear all costs of maintenance, operation, and replacement of access facilities, parking areas, and sanitary facilities for recreational fishing. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Michigan: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—This improvement would provide protection for and permit the use of the harbor by the ever-increasing volume of recreational vessels.

VENTURA MARINA, CALIF.

(H. Doc.—, 90th Cong.)

Location.—Ventura Marina is a light-draft harbor for recreational craft located on the coast of California within the city of San Buenaventura, about 65 miles northwest of Los Angeles.

Authority.—Section 6, Public Law 14, 79th Congress, approved March 2, 1945.

Existing project.—Local interests have constructed a small-craft recreational harbor having a usable water area of 116 acres; entrance channel with protective jetties, middle jetty, and turning basin.

Navigation problem.—Shoaling of the entrance channel not only prevents full use and development of the harbor, but causes severe breaking waves therein which are hazardous to recreational craft.

Recommended plan of improvement.—The proposed improvement would provide for construction of an offshore breakwater to protect

the entrance and to form a sand trap; adoption as a Federal project for maintenance of the existing general navigation features and provision of recreational facilities for jetty fishing.

Estimated cost (Price level of January 1968)

Federal.....	\$1, 540, 000
Non-Federal.....	1, 540, 000
Total.....	3, 080, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$63, 000	\$63, 000	\$126, 000
Maintenance and operation.....	191, 000	2, 000	193, 000
Total.....	254, 000	65, 000	319, 000

Annual benefits:		
Recreational boating.....	\$1, 273, 000	
Sport fishing.....	68, 000	
Total.....	1, 341, 000	

Benefit-cost ratio.—4.2.

Local cooperation.—The requirements of local cooperation conform to general policy for small-boat harbor projects. Local interests are required to hold and save the United States free from damage; provide and maintain mooring facilities, service areas, a public landing and appurtenant facilities open to all on equal terms; maintain recreational fishing facilities; provide and maintain such additional works as may be required for protection of downcoast beach areas and not procured through disposal of material dredged from the sand trap and entrance channel; provide all lands, easements, and rights-of-way required for construction of the project including disposal areas and retention works; and contribute in cash 50 percent of the cost of construction, exclusive of aids to navigation, a contribution presently estimated at \$1,540,000. Local interests have indicated willingness to comply with requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Transportation: Favorable.

State of California: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Remarks.—The improvements are needed to reduce a hazardous condition in the entrance channel to the marina, and to stabilize a severe shoaling problem which prevents full use of the existing facility. The proposed improvements would relieve a shortage of berths for recreational boats and Federal maintenance of the general navigation features are appropriate.

WILSON HARBOR, N.Y.
(H. Doc. 112, 90th Cong.)

Location.—Wilson Harbor is located in western New York in Niagara County, in the town of Wilson. The harbor is on the southern shore of Lake Ontario at the mouth of the East Branch of Twelvemile Creek, 12 miles east of the mouth of Niagara River and 6 miles west of Alcott Harbor.

Authority.—A resolution adopted September 26, 1963, by the Committee on Public Works of the House of Representatives.

Existing project.—The existing Federal navigation project provides for parallel piers at the entrance, each about 800 feet long and entrance channel from Lake Ontario to Tuscarora Bay 80 feet wide and 8 feet deep with a concrete capped stone walkway to the east pier for fishermen.

Navigation problem.—The use of Wilson Harbor is hampered by inadequate channels and lack of related public use shore facilities.

Recommended plan of improvement.—Provides for extension of the entrance channel, 80 feet wide and 8 feet deep, a distance of approximately 300 feet from the inner end of the existing channel to a limit opposite the lower end of Wintergreen Island; and thence a channel approximately 3,800 feet long through Tuscarora Bay, 6 feet deep with basic width of 100 feet, the upper 360 feet of the channel narrowing to 80 feet, suitably widened at bends and abreast of the proposed location of public small-boat facilities near the East Branch of Twelvemile Creek.

Estimated cost (price level of March 1965)

Federal.....	\$198, 000
Non-Federal.....	203, 000
Total.....	401, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$8, 000	\$8, 000	\$16, 000
Maintenance and operation.....	11, 500	0	11, 500
Total.....	19, 500	8, 000	27, 500

Annual benefits: Recreational boating..... \$49, 200

Benefit-cost ratio.—1.8.

Local cooperation.—Contribute in cash 50 percent of the first cost for construction of the navigation improvement, such contribution presently estimated at \$198,000; provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project including suitable areas determined by the Chief of Engineers to be required in the general public interest for initial and subsequent disposal of spoil and any necessary retaining dikes, bulkheads, and embankments therefor, or the cost of such retaining works; hold and save the United States free from damages due to the construction and subsequent maintenance of the Federal improvement; establish a competent and properly constituted public body empowered to regulate the use, growth, and

free development of the above-mentioned harbor facilities with the understanding that public facilities will be open to all on equal terms; provide and maintain necessary access road, mooring facilities, and parking and service areas, including a launching ramp, toilet facilities, and an adequate public landing or wharf, with provision for the sale of motor fuel, lubricants, and potable water, available to all on equal terms; provide and maintain depths in the service channels to principal docks and berthing areas commensurate with those provided in the Federal project; accomplish without cost to the United States such relocations or alterations or utilities as necessary for project purposes; establish regulations prohibiting discharge of untreated sewage, garbage, and other pollutants in the water of the harbor by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control, and reserve spaces within the widened westerly end of the bay for anchorage by transient craft, and that the mooring facilities also include spaces adequate for the accommodation of transient craft. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of New York: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The improvement would result in significant benefits to recreational boating in this area. This project would permit full use of existing facilities and those planned for construction by the Niagara Frontier State Park Commission.

YAZOO RIVER, MISS.

(H. Doc. 342, 90th Cong.)

Location.—The Yazoo River is formed by the junction of the Tallahatchie and Yalobusha Rivers, at Greenwood in west-central Mississippi, and flows generally southwesterly 169 miles to the Mississippi River at Vicksburg, Miss.

Authority.—House Public Works Committee resolution adopted June 3, 1959.

Existing project.—The River and Harbor Act of 1875 authorized the improvement of Yazoo River by removal of snags, wrecks, submerged logs, over-hanging trees, and other obstructions in the channel. No minimum depth or width was specified. Vicksburg Harbor is maintained to a minimum depth of 12 feet and minimum width of 150 feet between the Mississippi River and the lower limit of the Yazoo River navigation project. Extensive flood control improvements in the basin

include a levee along the west bank of the river and two small loop levees on the east bank; four reservoirs (Arkabutla, Sardis, Enid, and Grenada); two auxiliary channels; local protection works for Greenwood, Belzoni, and Yazoo City; channel improvements on the Coldwater, Tallahatchie, and Yazoo Rivers and their principal tributaries; and levees on the various streams where required.

Navigation problem.—A channel depth of 9 feet that is comparable to other projects for the inland waterway system is available less than one-half of the year and a dependable year-round channel is needed to serve a tributary area of 14 counties.

Recommended plan of improvement.—Modification of the existing navigation project to provide a channel with a 9-foot depth and 150-foot minimum bottom width between the mouth and Greenwood. The physical features include a lock and dam near the mouth, channel realignment and dredging, raising the control weir at the upper end of the Whittington Auxiliary Channel, modification of Sardis Reservoir to provide additional storage for navigation, and bridge alterations. The plan also includes additional recreation access sites on the enlarged Sardis Reservoir and recreation sites at the lock and dam pool.

Estimated cost (Price level of December 1966)

Federal.....	¹ 52, 147, 000
Non-Federal.....	760, 000
Total.....	52, 907, 000

¹Excludes \$93,000 for aids to navigation.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$2, 086, 000	\$62, 000	\$2, 148, 000
Maintenance, operation, and replenishments.....	² 577, 000	101, 000	678, 000
Total.....	2, 663, 000	163, 000	2, 826, 000

² Includes \$20,000 maintenance of aids to navigation.

Annual benefits:	
Transportation savings.....	\$3, 169, 500
General recreation.....	1, 057, 000
Fish and wildlife enhancement.....	57, 000
Area redevelopment.....	334, 000
Total.....	4, 617, 500

Benefit-cost ratio.—1.6.

Local cooperation.—Provide all lands, easements, rights-of-way, and flowage rights in overflow areas, except at Sardis Reservoir, and for aids to navigation including suitable areas required in the general public interest for initial and subsequent disposal of spoil, necessary retaining dikes, bulkheads, and embankments therefor, or the cost of such retaining works; hold and save free from damages including but not limited to those resulting from dredging, change in ground water level and wave action; provide and maintain adequate public terminal and transfer facilities, including berths and access channels, open to

all on equal terms; accomplish alterations and relocations as required, except those required for increasing the capacity of Sardis Reservoir, including a portion of the cost of alteration of the State highway bridge at Belzoni; bear first and annual costs associated with recreation and fish and wildlife enhancement, such amount currently estimated at \$1,000,000 and \$47,000, respectively. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Generally favorable.

Department of Agriculture: The Department stated that any increase in the operating pool level in Sardis Reservoir will materially affect works of improvement on areas benefited by watershed projects of the Soil Conservation Service either existing or being planned. The Department suggested that in order to keep the impact on agricultural interests and local investments to a minimum, changes in reservoir operating levels should be negotiated with the concerned sponsors and the Soil Conservation Service before final operation plans are made. Also, the Department indicated there are future irrigation water needs for the Yazoo-Mississippi Delta area to be met from surface water sources. The Department urged further consideration of design and operational adjustments to supply long-range agricultural water needs. The Chief of Engineers replied that close coordination would be maintained with the Soil Conservation Service in the planning of operating pool levels in Sardis Reservoir which might affect upstream watershed programs. Also, an increase in the base flow of the Yazoo River would shorten the navigation season to the point where navigation would not be feasible; however, a large part of the flow needed for the recommended plan would be available to irrigation and other purposes if the economy of the area should expand enough to justify the construction of a 4-lock waterway in the future.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: The Public Health Service noted that it is questionable whether the Yazoo River above Vicksburg and the Sardis Reservoir would meet the Mississippi water quality standards for recreation waters and recommended reevaluation of the recreation benefits for the proposed Vicksburg Lock and Dam area and establishment of a water quality monitoring program at Sardis Reservoir. The Chief of Engineers replied that recent legislation in Mississippi provides the necessary tools to improve and enhance the waters in the river and that because of the need for water-based recreation in the vicinity of Vicksburg, recreation benefits used are adequate and appropriate. Also, a water quality monitoring program for Sardis Reservoir was started in November 1966.

Department of Transportation: The Federal Highway Administration suggested that since alteration of an existing highway bridge at Belzoni is made necessary by improvement of the channel for the benefit of navigation, rather than normal growth of waterway traffic, the entire cost of the bridge alteration should be included as a project cost. The Chief of Engineers replied that the corps determination was based on the following: the Yazoo River is a navigable stream; the bridge represents an obstruction to

navigation; and the bridge owner will receive a direct benefit in the form of increased life expectancy for the alteration.

Federal Power Commission: Favorable.

State of Mississippi: Favorable.

Comments of the Bureau of the Budget.—

Bureau of the Budget.—The Bureau of the Budget notes that the preponderance of project benefits would not accrue until the last half of the 50-year period of analysis. The Bureau further notes that projected annual benefits would not equal the average annual costs of the Vicksburg-to-Yazoo City leg of the project for nearly 15 years and for the Yazoo City-to-Greenwood leg for nearly 20 years. The Bureau also noted that the upper leg of the project could be constructed independently following completion of construction of the lower leg of the project. The Bureau believes that construction of the project should be deferred until the potential annual benefits expected to accrue immediately following construction are equal to the average annual costs of the project. Therefore, the Bureau would expect the Chief of Engineers to review the timing of initiation of each leg of the project prior to requesting appropriations of funds for construction. Subject to consideration of these comments, the Bureau advises there would be no objection to submission of the proposed report to Congress.

Comments of the Secretary of the Army.—In accordance with the comment of the Bureau of the Budget, the Chief of Engineers will review the timing of initiation of each leg of the project prior to requesting appropriations of funds for construction.

Remarks.—It is noted that the recommended plan provides for a dependable year-round link in the growing inland waterway system to serve the rapidly growing industrial needs of central Mississippi. The committee concurs in the Bureau of the Budget comment that the Chief of Engineers should review the timing limitation of each leg of the project prior to requesting appropriation of funds for construction. However, the committee is at a loss to understand that part of the Bureau of the Budget's comments concerning the necessity of realizing benefits for the improvements as estimated in the economic analysis of the Corps of Engineers immediately upon completion of the project. The benefits from any water resource projects constructed by the United States are based on the average annual average over a 50-year period. This principle is so elemental as not to need any discussion. The committee therefore, takes the position which has always been taken by the United States in the entire water resource program that the benefit-cost ratio shall be based upon average benefits and costs to be experienced over a 50-year period.

SECTION 102

This section modifies the previously authorized beach erosion control project for Fort Pierce, Fla., so as to provide for construction of the project by the Federal Government, with appropriate cash contributions by the local interests. The project as originally authorized provided for local construction with reimbursement by the Federal Government of its share of the project costs. The reason for the modification is that the local interests are unable to raise the entire cost of the project and then await later reimbursement by the Federal Government. This section results in no increased cost to the Federal Government.

SECTION 103

Marmet, W. Va., land conveyance.—The Secretary of War, in accordance with the act of July 8, 1942, was authorized to sell and convey to the town of Marmet, W. Va., certain land situated on the west side of the Kanawha River at Marmet lock and dam, to be used for park and municipal purposes. The act provides that title will revert to the United States if the land is used for any other purposes. The town of Marmet now desires to construct a firehouse on a portion of the land, hence the need for clarification of the law to permit such use of the land.

SECTION 104

State of West Virginia land conveyance.—The Corps of Engineers is presently in the process of modernizing the Ohio River navigation system by the construction of a number of locks and dams having greater dimensions than the existing projects. Existing locks and dams Nos. 16, 19, 20, and 21 are among those to be replaced by the new work. The State of West Virginia has indicated it desires to obtain this land on the West Virginia side of the river located adjacent to the lock structures, for park purposes. This section will transfer the land to the State at 50 percent of the fair market value when it becomes excess to the needs of the Department of the Army.

SECTION 105

This section directs the Secretary of the Army to convey 46.01 acres of land underlying Lake Erie to the city of Buffalo, N.Y., for park purposes. The land originally was acquired by the Federal Government in 1904 without cost as part of the Buffalo outer harbor project. The section retains the right of the United States, for a period not to exceed 7 years, to use the land for spoil disposal purposes.

SECTION 106

The purpose of this section is to authorize the Chief of Engineers to make an appraisal investigation and study of the United States and Great Lakes shorelines to determine areas where significant erosion occurs and where action to halt the erosion appears economically justified. The Chief of Engineers would, in accordance with the provisions of this section, indicate what measures are desirable to cope with the problem, recommend priorities for remedial action, and cooperate with State and local governments. The study is to be completed within 3 years.

SECTION 107

This section authorizes Federal participation in the alteration of obstructive highway bridges in part II of the Illinois Waterway project extending from the Grand Calumet River between the Little Calumet and the junction with Indiana Harbor Canal, thence to Clark Street, Gary, Ind., a distance of about 10 miles. Alteration of the obstructive bridges is necessary before work can proceed in widening the project to a width of 225 feet as previously authorized by the Congress. Pertinent details concerning the project are as follows:

ILLINOIS WATERWAY AND GRAND CALUMET RIVER, ILL., AND IND.
(CALUMET-SAG NAVIGATION PROJECT, Pt. II)

(H. Doc. 45, 85th Cong.)

Location.—The project extends along the Grand Calumet River from its junction with the Little Calumet River eastward to Gary, Ind., approximately 10 miles.

Authority.—House Public Works Committee resolution, March 30, 1955.

Existing project.—Part II of the authorized Calumet-Sag navigation project provides for a channel with a usable depth of 9 feet and a width of 225 feet along the general route of the Grand Calumet River between the Little Calumet River and the junction with Indiana Harbor Canal, thence 160 feet wide to Clark Street, Gary, Ind., with a turning basin at Clark Street; enlargement of the Indian Harbor Canal to a width of 225 feet and depth of 9 feet to the vicinity of 141st Street; construction of a lock and controlling works in the Grand Calumet River; and reconstruction or alteration of all obstructive railroad bridges to provide suitable clearances.

Problem.—The River and Harbor Act of July 3, 1958, authorized Federal participation in the alteration of obstructive highway bridges for part I of the Calumet-Sag project, in accordance with the provisions of Public Law 647, 76th Congress, as amended (Truman-Hobbs Act). Local interests consider this partial authorization inequitable and desire authorization for Federal participation in the alteration of obstructive highway bridges for part II, as recommended in House Document 45, 85th Congress, first session.

Recommended plan of improvement.—Federal participation in the alteration of obstructive highway bridges for part II of the Calumet-Sag navigation project, in accordance with provisions of Public Law 647, 76th Congress, as amended.

Estimated cost (July 1966 price level)

Federal.....	\$33, 265, 000
Non-Federal.....	2, 365, 000
Total.....	35, 630, 000

Project economics.—Annual carrying charges for the authorized project would remain fixed irrespective of changes in apportionment of highway bridge alteration costs as between the United States and the bridge owners. Annual carrying charges for the Calumet-Sag navigation project are estimated in House Document 45, 85th Congress, first session, to be \$7,114,700. Project benefits consisting of direct savings in transportation costs are estimated at \$17,646,000 annually.

Benefit-cost ratio.—2.5.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—No objection.

SECTION 108

This section deauthorizes the Steele Bayou, Miss., navigation project authorized in 1884 and declares Steele Bayou to be a non-navigable stream. Local interests desire this action in order that

improvements may be constructed in the interest of utilizing the water for other purposes, such as water supply, recreation, and irrigation. The Steele Bayou project has been inactive and recommended for abandonment.

SECTION 109

Section 313 of the River and Harbor Act of 1965 directed the Chief of Engineers to prepare a suggested draft of legislation revising and codifying the general and permanent laws relating to civil works projects of the Corps of Engineers, and a report explaining the proposed legislation, for transmittal to the Committees on Public Works of the Senate and House of Representatives no later than June 30, 1968. The Corps of Engineers is unable to meet this date, and has requested an extension of 1 year. The committee has included language in the bill providing for the extension.

SECTION 110

The Ouachita River navigation project, authorized in 1950, provided for securing a 9-foot channel from the Mississippi River to Camden, Ark., by means of lowering the floors and sills of the existing dams and by dredging. However, the project was later modified in 1960 to provide for four new locks and dams in lieu of modifying the existing six dams. This action resulted in less cost to the United States but greater cost to local interests. The 9-foot depth would be obtained by raising the existing water level in lieu of extensive dredging. It is understood that the modified project requires much greater land for the Felsenthal Dam in Arkansas than for the project authorized in 1950. This is due to the fact that the land is very flat, and raising the water surface elevation causes the pool to cover a much greater area.

Local interests have indicated that they are financially unable to obtain the large amount of land required for the modified project and have requested they be relieved of this additional burden. The project is under construction, work having been accomplished in Louisiana, but has been held in abeyance in Arkansas due to lack of local cooperation. The committee is unable to make a judgment on the equity of relieving local interests of their responsibilities in this matter because of insufficient information, and accordingly has included language in the bill directing the Chief of Engineers to review the requirements of local cooperation for the project and to report his findings to the Congress within a period of 1 year from the date of enactment of this act.

SECTION 111

This section authorizes the Secretary of the Army, acting through the Chief of Engineers, to investigate, study, and construct projects for the prevention or mitigation of shore damages attributable to Federal navigation works. The cost of installing, operating, and maintaining the projects is borne by the United States. Where the estimated first cost of such a project does not exceed \$1 million, specific authorization by the Congress is not required.

When a Federal navigation project is constructed, adjacent shores may be adversely affected by a diversion of, or resulting lack of, currents which had supplied these shores with sand. The navigation

works may also result in the creation of currents which may erode adjacent shores. The committee believes that when a Federal navigation project results in such damages, the Federal Government should be in a position to take remedial action.

The committee understands that it is the present policy of the Corps of Engineers, when formulating plans for navigation projects, to take into account damages which may result to adjacent shores, and recommend remedial measures. The section affirms this policy, and also applies it to existing navigation projects.

SECTION 112

The Secretary of the Interior was authorized to construct the Ponte Vecchio Bridge in the District of Columbia by section 111 of the River and Harbor Act of 1966. However, construction had to be deferred because of problems associated with providing for the construction, maintenance, and operation of a structured automobile parking facility which had been anticipated would be built by the Columbia Redevelopment Land Agency.

This section authorizes the Secretary of the Interior to conduct a study of the area in the vicinity of the Washington Channel in the District of Columbia suitable for public visitor parking facilities. The Secretary would be required to submit a report to the President and Congress, together with his recommendations.

SECTION 113

The purpose of this section is to declare certain areas of the East and Hudson Rivers, in New York City, nonnavigable, so as to permit the development of a project planned by the State and city of New York to be built on filled lands.

This declaration of nonnavigability withdraws the Federal Government's right to order the structures removed for purposes of navigation under the commerce clause of the Constitution without compensation. This will remove a cloud on the title, and permit local interests to make financial arrangements for the development of the area for useful purposes other than navigation. Concern was expressed as to the closeness of the fill to navigable channels maintained by the United States, and as to the possibility that portions of the area proposed to be declared nonnavigable would not be filled in, leaving waters navigable in fact with the application of Federal laws relating to such waters having been removed. Accordingly, safeguards have been written into the legislation. The actual limits of the area to be declared nonnavigable are subject to the approval of the Secretary of the Army, acting through the Chief of Engineers, so that the navigation channel may be protected. For the same reason, the method of bulkheading and filling is made subject to his approval. To insure that no open waters remain where the jurisdiction of the United States has been removed, the declaration of nonnavigability is made to apply only to areas actually filled within the overall limits. The section results in no cost to the Federal Government.

SECTION 114

The purpose of this section is to declare a portion of San Francisco Bay, Calif., nonnavigable so as to permit development by the San Francisco Port Authority. The port authority, under State law, is enjoined to operate the property of the State of California which comprises the Port of San Francisco. The port receives neither tax revenues nor monetary contributions of any kind, and must develop the property under its jurisdiction to raise funds to insure the operation of the port. The declaration of nonnavigability withdraws the Federal Government's right to order the structures removed for purposes of navigation under the commerce clause of the constitution without compensation. This will remove a cloud on the title, and permit the port authority to make financial arrangements for the development of the property to finance the operation of the Port of San Francisco. Conditions similar to those in section 113 have been added to protect the navigation interests of the United States. The section results in no cost to the Federal Government.

SECTION 115

The purpose of this section is to declare a portion of Baltimore's inner harbor nonnavigable so as to permit the development of an extensive urban renewal project by the city of Baltimore, which will revitalize and redevelop one-fourth of Baltimore's downtown area. The landfill which the section will make possible is a vital link in the first stage of the city's harbor renewal project covering approximately 85 acres along three sides of the harbor basin. The first stage will provide a wide range of development opportunities. Private construction will include office buildings, apartments, restaurants, shops, theaters, a motor boatel with marinas, garages, and other retail and service establishments, complimented by tree-lined, landscaped boulevards, waterfront parks, and playing fields.

Institutional development will include a science center, an international trade center, apartments for the elderly, a nursing home, and neighborhood and recreation center.

This declaration of nonnavigability withdraws the Federal Government's right to order the structures removed for purposes of navigation under the commerce clause of the Constitution without compensation. This will remove a cloud on the title, and permit the city to make financial arrangements for the development of the area for the betterment of the city. The section results in no cost to the Federal Government.

SECTION 116

This section authorizes and directs the Secretary of the Army to remove from the Potomac River and destroy the abandoned ships, ships' hulls, and pilings located at Mallows Bay, Md., and at Wide Water, south of Quantico, Va. The wrecks in these areas are the result of a salvaging operation conducted in the 1920's, which consisted of removing marketable parts of the vessels and destroying the remains by burning the vessels to the water line and grounding them. There are about 125 wrecks left as a result of the salvaging operations.

The President has stated the need and desirability of making the Potomac River a model of scenic and recreational value for the entire Nation. The wrecks constitute an unsightly nuisance, and hinder recreational activities and development of adjoining shores. The committee feels that Federal participation in the removal and destruction of the wrecks is fully justified in view of the Federal interest in cleaning up the Potomac. As there will be land enhancement benefits which will accrue to landowners in the area, it is provided that local interests shall pay one-half the cost of the removal and destruction of the wrecks.

SECTION 117

This section authorizes the expenditure of civil works funds by the Secretary of the Army to maintain rivers and harbors at depths required for defense purposes. Presently, where naval vessels require a greater depth than that authorized, defense appropriations are made available for this purpose. The use of civil works funds would result in no increase in cost to the Government, would reflect the fact that deeper channels for defense purposes also benefit commercial traffic, and would reduce administrative actions and costs associated with the required transfer of funds.

SECTION 118

Public Law 89-498 revived and reenacted earlier legislation approved December 21, 1944, authorizing the city of Clinton Bridge Commission to construct and operate a bridge or bridges across the Mississippi River at or near Clinton, Iowa. Public Law 89-498 extended the original authority, under which the Gateway Bridge has been constructed and operated, to permit the construction of a new bridge near the site of the present Lyons-Fulton Bridge, which was erected in 1895 and on which traffic is now limited to two-axle, four-tire vehicles. The Lyons-Fulton Bridge, owned by the Commission, was devastated by fire in 1963 and is in such condition that its use is restricted and will not be accepted by the States of Illinois and/or Iowa. The structure must be replaced. This section permits construction of the needed bridge, which would be financed by a "construction fund" derived from tolls on the Gateway Bridge and continued restricted operation of the Lyons-Fulton Bridge pending completion of a new structure.

SECTION 119

Navigation surveys.—Authorizes surveys to be made at various localities in the interest of navigation and allied purposes.

SECTION 120

Title identification.—This section identifies title I of the bill as the River and Harbor Act of 1968.

ANALYSIS OF TITLE II

SECTION 201

This section is the same as that which has been included in the last several flood control acts. It continues the provisions of local cooperation which have been in effect for some time, and provides that project authorization shall expire if local cooperation is not forthcoming within 5 years after appropriate notification.

SECTION 202

This section is the same as that which has been included in the last several flood control acts. It continues the present procedure of submitting reports to the interested States and agencies prior to submission to Congress.

SECTION 203

This section summarizes the project authorizations for flood control, hurricane protection, and multiple-purpose works in title II. The initial table lists the projects, project document numbers, and estimated Federal costs. Pertinent information follows for each project.

FLOOD CONTROL PROJECTS

Project	Document No.	Federal cost of new work
Alhambra Creek, Calif.	H. Doc. 336, 90th	\$8,000,000
Aquilla Reservoir, Brazos River, Tex.	S. Doc. 52, 90th	23,612,000
Bear Creek, Colo., Wyo., and Nebr.	S. Doc. 87, 90th	32,314,100
Beaver Brook Reservoir, Keene, N.H.	S. Doc. 68, 90th	1,185,000
Belle Fountain ditch, Missouri, and drainage district No. 17, Arkansas.	H. Doc. 339, 90th	4,638,000
Big Sioux River, Iowa and S. Dak.	S. Doc. 94, 90th	2,750,000
Cape Fear River Basin, N.C.		
Randleman Reservoir	H. Doc. 343, 90th	19,463,000
Howards Mill Reservoir	H. Doc. 343, 90th	12,460,000
Clear Creek, Tex.	H. Doc. 351, 90th	12,600,000
Crooked Creek, Harrison, Ark.	S. Doc. 28, 90th	2,840,000
Cucamonga Creek, Calif.	H. Doc. 323, 90th	26,300,000
Dade County, Fla.	H. Doc. 335, 90th	11,805,000
Delaware coast	S. Doc. 90, 90th	5,584,000
Feather River, Chester, Calif.	H. Doc. 314, 90th	940,000
Hillsborough Bay, Fla.	H. Doc. 313, 90th	9,909,000
Iao Stream, Wailuku, Maui, Hawaii	H. Doc. 151, 90th	1,660,000
Lake Chicot, Ark.	H. Doc. 168, 90th	15,240,000
Licking River and tributaries, Ohio	H. Doc. 337, 90th	32,953,000
Little Blue River, vicinity of Kansas City, Mo.	H. Doc. 169, 90th	38,492,000
Little Dell, Salt Lake City streams, Utah	S. Doc. 53, 90th	22,664,000
Lower Charles River, Mass.	H. Doc. —, 90th	18,620,000
Mad River, Calif.	H. Doc. —, 90th	38,600,000
Martin County, Fla.	S. Doc. — 90th	(8,072,000)
Mississippi River from Cassville, Wis., to mile 300	H. Doc. — 348, 90th	21,300,000
Missouri River bank stabilization, North Dakota		4,040,000
Navasota River, Tex.	H. Doc. — 341, 90th	55,487,000
Nishnabotna River and tributaries, Exira, Iowa	H. Doc. — 142, 90th	2,040,000
Norwalk River Basin, Conn. and N.Y.	S. Doc. — 51, 90th	2,700,000
Papillion Creek and tributaries, Nebraska	H. Doc. — 349, 90th	26,800,000
Park River Basin, Conn.	S. Doc. — 43, 90th	30,300,000
Pascagoula River-Tallahala Creek, Miss.	H. Doc. — 143, 90th	16,360,000
Pecan Bayou, Tex.	H. Doc. — 350, 90th	24,861,000
Rappahannock River, Salem Church Reservoir, Va.	S. Doc. — 37, 90th	79,500,000
St. Francis basin, Arkansas and Missouri	S. Doc. — 11, 90th	0
South Branch Wild Rice River and Felton ditch, Minnesota	H. Doc. — 98, 90th	1,230,000
Southwestern Jefferson County, Ky.	H. Doc. — 340, 90th	19,800,000
State Road and Ebner Coulees, Wis.	H. Doc. — —, 90th	6,849,000
Sweetwater River, Calif.	H. Doc. — 148, 90th	4,900,000
Tanana River, Fairbanks, Alaska	S. Doc. — 89, 90th	111,700,000
Texas City and vicinity, Texas	H. Doc. — 187, 90th	10,990,000
Wabash River and tributaries, Illinois, Indiana, and Ohio	S. Doc. — 96, 90th	37,100,000
Water resources, central and southern Florida	H. Doc. —, 90th	(58,182,000)
Total flood control (41 projects)		798,586,000

ALHAMBRA CREEK, CALIF.

(H. Doc. 336, 90th Cong.)

Location.—Alhambra Creek drains an area of about 16.5 square miles and discharges into Carquinez Strait, approximately 25 miles northeast of San Francisco, Calif. The project is located at Martinez, the county seat of Contra Costa County.

Authority.—House Committee on Public Works resolution adopted July 1, 1958.

Existing project.—There is no existing Federal project at Martinez.

Flood problem.—Major overflows of Alhambra Creek cause considerable damage to residential, commercial, and municipal establishments in the city of Martinez.

Recommended plan of improvement.—Provides for channel improvements, levees, construction of rectangular concrete channels and a circular concrete diversion conduit on Alhambra Creek.

Estimated cost (June 1967 price base)

Federal.....	\$8, 000, 000
Non-Federal.....	900, 000
Total.....	8, 900, 000

Project economics.—

ANNUAL CHARGES

	Federal	Non-Federal	Total
Interest and amortization.....	\$270, 000	\$31, 000	\$301, 000
Maintenance, operation, and replacements.....		9, 000	9, 000
Total.....	270, 000	40, 000	310, 000

Annual benefits:

Damages prevented.....	\$293, 000
Land enhancement.....	79, 000
Total.....	372, 000

Benefit-cost ratio.—1.2.

Local Cooperation.—Provide all lands, easements, and rights-of-way; hold the United States free from damages; maintain and operate the works after completion; accomplish all relocations of buildings, utilities, bridges, (except railroad bridges), and roads, sewers, and pipelines and other alterations which may be required for construction of the project; adjust all claims concerning water rights; prescribe and enforce regulations designed to prevent encroachment of any type that would impair the flood control effectiveness of the improved channels and existing channels intended to serve as interior drainage features of the project and provide without cost to the United States equivalent interior drainage facilities if interior drainage channels are changed by local interests. Local interests have indicated willingness to comply with the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of California: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau of the Budget notes that 61 percent of flood control benefits accrue to future development in the flood plain and believes that nonstructural measures may be feasible to assist in reducing flood damage and in promoting wise and economic use of the flood plain. Since it is the responsibility of local interests to adopt an adequate flood management program, the Bureau urges the corps to encourage local interests to take necessary action by furnishing technical services and guidance. The Bureau also recommends that project, if authorized, be reviewed prior to initiation of construction to determine if the proposed plan should be modified at that time to achieve the most practicable balance between structural and nonstructural measures in reducing flood damage in the project area, considering the specific guidelines established pursuant to Executive Order 11296. Subject to consideration of these comments, the Bureau of the Budget has no objection to submission of the report to the Congress.

*Comments of the Secretary of the Army.—*The Secretary of the Army states the matters raised by the Bureau of the Budget will be reviewed carefully by the Chief of Engineers prior to initiation of construction.

*Remarks.—*The city of Martinez is in need of flood protection and the recommended project is a sound solution to the serious flood problem.

AQUILLA RESERVOIR, BRAZOS RIVER BASIN, TEX.

(S. Doc. 52, 90th Cong.)

*Location.—*The Aquilla Creek watershed covers an area of about 410 square miles of generally rolling and hilly terrain in the middle portion of the Brazos River Basin of central Texas north of the city of Waco.

*Authority.—*Senate Public Works Committee Resolution adopted August 12, 1954.

*Existing Project.—*There are no existing Federal flood control structures on the Aquilla Creek watershed. There are several Federal reservoirs in the Brazos River Basin of which Whitney and Waco Reservoirs are the nearest.

*Flood Problem.—*Major floods originating on the Aquilla Creek watershed cause appreciable damages along the creek and augment flood damages along the main stem of the Brazos River. From 1939 to 1962, there were nine floods on the creek, which the channel capacity was insufficient to contain.

*Recommended Plan of Improvement.—*Construction of a multiple-purpose reservoir on Aquilla Creek for flood control, water supply, recreation, and fish and wildlife enhancement. The earth dam with a maximum height of about 97 feet above streambed would be located at about mile 20.7.

Estimated cost (Price level January 1965)

Federal.....	¹ \$23, 612, 000
Non-Federal.....	(²)
Total.....	23, 612, 000

¹ Net cost to the United States, \$19,493,000.² Repay \$3,386,000 for water supply and \$733,000 for recreation and fish and wildlife.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$823, 000		\$823, 000
Maintenance and operation.....	60, 000	\$60, 000	120, 000
Total.....	883, 000	60, 000	943, 000

Annual benefits:		
Damages prevented.....		\$725, 200
Water supply.....		158, 000
Recreation and fish and wildlife.....		622, 900
Total.....		1, 506, 100

Benefit-cost ratio.—1.6.*Local cooperation.*—

Water supply.—Obtain rights necessary for project operation for water supply; hold and save free from damages due to water rights claims; repay cost allocated to water supply storage, estimated to be \$3,386,000 and \$10,000 annually for operation and maintenance.

Recreation.—Administer project lands and water areas; repay one-half separable costs estimated at \$733,000; operate, maintain, and replace recreation and fish and wildlife facilities estimated at \$50,000 annually.

Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that the preponderance of project benefits would not accrue until the last half of the 100-year period of analysis. Therefore, the Bureau would expect the Chief of Engineers to review the timing of initiation of the project prior to requesting appropriations for construction. Subject to consideration of these comments the Bureau has no objection to submission of the proposed report to Congress.

Comments of the Secretary of the Army.—In accordance with the comments of the Bureau of the Budget, the Chief of Engineers will review the timing of initiation of the project prior to requesting appropriations of funds for construction.

Remarks.—The recommended multiple-purpose reservoir on Aquilla Creek will provide a high degree of flood protection to valuable agricultural lands along Aquilla Creek, reduces flood damages on the Brazos River, provides for recreation and fish and wildlife enhancement, and a dependable future source of water supply for Hill, McLennan, and Falls Counties in central Texas.

BEAR CREEK BASIN, SOUTH PLATTE RIVER AND TRIBUTARIES,
COLORADO, WYOMING, AND NEBRASKA
(S. Doc. 87, 90th Cong.)

Location.—Bear Creek is a left-bank tributary of the South Platte River near Sheridan, Colo., a community situated adjacent to the city of Denver. The basin drains 262 square miles, of which about 90 percent is mountainous terrain of the Rocky Mountain range lying southwest of Denver.

Authority.—Resolution of the Senate Public Works Committee adopted June 14, 1956.

Existing project.—There are no existing Federal flood control or water resources improvements in the Bear Creek Basin. The Corps of Engineers dam on Cherry Creek and the Chatfield Dam under construction on the South Platte River control approximately 70 percent of the drainage area above the downstream limits of Metropolitan Denver.

Flood problem.—The typical flood of the basin is the flash flood occurring suddenly from intense rainfall. The steep terrain produces rapid concentration of runoff and high velocity flow. High velocities are the principal cause of the hazard to life and large property damage. Under existing economic conditions, the average annual flood damages are estimated at \$930,000.

Recommended plan of improvement.—Construction of a dam and reservoir on Bear Creek about 8 miles above the confluence of Bear Creek with the South Platte River would provide flood protection for Metropolitan Denver and the rural reaches of the South Platte River below Denver from floods originating on Bear Creek. The multiple-purpose project would consist of an earthfill dam 143 feet high, with a crest length of about 4,000 feet. The recommended project includes lands and facilities for wildlife management and recreation purposes.

Estimated cost (price level of November 1966)

Federal.....	¹ \$32, 314, 000
Non-Federal.....	303, 000
Total.....	32, 617, 000

¹ Non-Federal interests to repay \$1,608,000 for recreation and fish and wildlife enhancement.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 166, 000	\$22, 000	\$1, 188, 000
Maintenance operation and replacements.....	40, 000	195, 000	235, 000
Total.....	1, 206, 000	217, 000	1, 423, 000
Annual benefits:			
Damages prevented.....			\$2, 412, 000
Recreation.....			625, 000
F. & W.L. enchancement.....			190, 000
Total.....			3, 227, 000

Benefit-cost ratio.—2.3.

Local cooperation.—Administer land and water areas for recreation and fish and wildlife enhancement; repay one-half of the separable cost allocated to recreation and fish and wildlife enhancement, presently estimated at \$1,911,000; bear all costs of annual operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities, presently estimated at \$195,000; obtain the water required for initial filling and replenishment of the recreation pool at an estimated cost of \$303,000 for initial filling and \$33,000 annually for replenishment; hold and save the United States free from damages due to water-rights claims; prevent encroachment on the flow-carrying capacity of the Bear Creek Channel below the reservoir and the South Platte River Channel below the confluence of Bear Creek to the extent necessary to provide for effective reservoir operation in the interest of flood control; adequately inform affected interests, at least annually, that the project will not provide complete flood protection; and provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain areas by encouraging prudent use of floodproofing, land regulation planning, or other flood plain management techniques to reduce future flood losses. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Colorado: Favorable.

Comments of the Bureau of the Budget.—The Bureau noted that the scope of the proposed recreation development exceeds considerably that heretofore proposed in connection with a Federal water resources reservoir project. The Bureau believes the scope of the recreation plans for the existing Soda Lakes and Mount Glennon area proposed for authorization as an integral component of the proposed Mount Carbon reservoir project goes beyond that intended in the Federal Water Project Recreation Act. In view of the above, the Bureau recommends against authorization of recreation development beyond that normally related to a proposed Federal dam and reservoir. The Bureau further noted that over 60 percent of the total annual flood control benefits estimated to accrue due to the construction of this project arise from protection and encouragement of future development in the flood plain. Therefore, the Bureau believes that the project, if authorized, should be reviewed prior to the initiation of construction to determine if the size and scope of the proposed plan should be modified to achieve the most practicable balance between structural works, flood plain regulation, and a broad flood plain management program. Subject to consideration of these comments, the Bureau advises there would be no objection to submission of the proposed report to Congress.

Comments of the Secretary of the Army.—The Secretary of the Army concurs in the views of the Bureau of the Budget against authorization of recreation development beyond that normally related to a proposed

Federal dam and reservoir. Also, the Chief of Engineers will review the size and scope of the proposed project during the preconstruction planning stage to determine the most reasonable balance between structural works, flood plain regulation, and a broad program of flood plain management. The objective of this review is to avoid uneconomic, hazardous, or unnecessary development of the area subject to flooding.

Remarks.—The magnitude of the damage potential and hazard to life in the Metropolitan Denver area clearly show the proposed improvement to be urgently needed. Recreation and fish and wildlife conservation will be benefited to a high degree by this project.

BEAVER BROOK DAM AND RESERVOIR, KEENE, N.H.

(S. Doc. 68, 90th Cong.)

Location.—In southeastern New Hampshire on Beaver Brook, a small tributary to Ashuelot River, in the vicinity of Keene.

Authority.—Senate Public Works Committee resolution adopted October 3, 1960.

Existing project.—There are no existing Federal flood control projects within the Beaver Brook watershed.

Flood problem.—Beaver Brook flows right through the city of Keene and flooding has been experienced since colonial times. In spite of the continual flood threat, urban and industrial development has almost entirely saturated the flood plain and a recurrence of the maximum flood of record would now cause damages of almost \$2 million in Keene. In addition to the flood problem, there is a growing demand for public water-based recreation and a future need for water supply indicated.

Recommended plan of improvement.—Beaver Brook Dam and Reservoir for flood control, water supply, recreation, and fish and wildlife enhancement; advance land acquisition for the project following authorization; participation in the construction or reconstruction of transportation and utility facilities in advance of project construction.

Estimated Cost (price level of 1966)

Federal.....	¹ \$1, 185, 000
Non-Federal.....	² 192, 000
Total.....	1, 377, 000

¹ Includes non-Federal reimbursements of \$314,000 for water supply and \$51,500 for recreation and fish and wildlife enhancement.

² Non-Federal cost for lands and relocations allocated to flood control.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$26, 800	\$18, 300	\$45, 100
Maintenance operation and replacement.....	1, 700	10, 900	12, 600
Total.....	28, 500	29, 200	57, 700

Annual benefits:

Flood control-----	\$113, 600
Water supply-----	20, 100
Recreation and fish and wildlife enhancement-----	32, 000
Total-----	165, 700

Benefit-cost ratio.—2.9.

Local cooperation.—Hold and save the United States free from damages due to the construction works; protect downstream channels from encroachments which would adversely affect reservoir operation; exercise to the extent of their legal capability control against removal of water from the watershed which would affect the water supply storage and dependable stream regulations; obtain necessary water rights, resolve any conflicts regarding water rights, and use water in a manner consistent with Federal and State laws; in accordance with the Water Supply Act of 1958, as amended, repay all costs allocated to water supply, presently estimated at \$314,000 for construction and \$1,800 annually for operation, maintenance, and replacements; in accordance with the Federal Water Project Recreation Act: (a) administer project land and water areas for recreation and fish and wildlife enhancement; (b) pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable construction costs allocated to these functions, presently estimated at \$51,500; and (c) bear all costs of operation, maintenance and replacement of lands and facilities needed for these functions, presently estimated at \$5,400 annually; contribute 13.9 percent of total project costs, representing the cost of lands, easements, rights-of-way and relocations allocated to flood control, an amount presently estimated at \$192,000, either in cash or in kind, and bear all costs of operation, maintenance and replacements for flood control, estimated at \$3,700 annually. Local interests have indicated their willingness to provide the required assurance of cooperation.

Comments of the State and Federal Agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of New Hampshire: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The project will give the city of Keene, N.H., flood protection and much needed water supply and water-based recreation.

BELLE FOUNTAIN DITCH AND TRIBUTARIES, MISSOURI AND DRAINAGE
DISTRICT No. 17, MISSISSIPPI COUNTY, ARK.

(H. Doc. 339, 90th Cong.)

Location.—The Belle Fountain Ditch and Drainage District No. 17 are located within the St. Francis River Basin in southeastern Missouri and northeastern Arkansas. Belle Fountain Ditch drains an area of about 267 square miles in Pemiscot and Dunklin Counties in Missouri and Drainage District No. 17 has a drainage area of about 333 square miles in Mississippi County, Ark.

Authority.—House of Representatives Committee on Public Works resolution adopted June 7, 1961.

Existing project.—All of the Federal improvements located partially or entirely within the Belle Fountain Ditch and Drainage District No. 17 drainage areas are modifications of the Mississippi River and tributaries project. These improvements consist of the following: Elk Chute levee, Big Lake Floodway, Ditches Nos. 21A and 21B, closure levee for Belle Fountain and State Line ditches, Elk Chute ditch, Outlet ditch, floodway channel below Big Lake, Cockle Burr Slough-Buffalo Creek channel improvement, and Ditch No. 1. All of the improvements have been completed except for the last two which have not been started. In addition, over the years, local interests have constructed a variety of flood control improvements.

Flood problem.—Inadequate channel capacities in the Belle Fountain ditch and the other major tributaries results in flooding along the intensely farmed flood plains and causes considerable damage to crops and farm improvements. In addition, streets, homes, and improvements in Blytheville and Blytheville Air Force Base, Ark., are also damaged during major floods.

Recommended plan of improvement.—Enlargement of 66 miles of existing channels in the Belle Fountain Ditch and tributary area and the cleanout and enlargement of 35 miles of existing channel and installation of a 700 cubic feet per second pumping station in Drainage District No. 17.

Estimated cost (price level of September 1967)

Federal.....	\$4, 638, 000
Non-Federal.....	
Total.....	4, 638, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortiz. tion.....	\$165, 900		\$165, 900
Maintenance and operation.....	40, 000		40, 500
Total.....	206, 400		206, 400

Annual benefits:	
Damages prevented.....	\$627, 900
Area redevelopment.....	26, 000
Total.....	653, 900

Benefit-cost ratio.—3.2.

Local cooperation.—The recommended project would be a modification of the Lower Mississippi River project, accordingly, local interests would be required to maintain all levees in conformance with the amendment contained in section 10 of the Flood Control Act of 1946. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the States and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Arkansas: Favorable.

State of Missouri: Favorable.

Comments of the Bureau of the Budget.—The Bureau strongly endorses the recommendation of the Secretary of the Army that the cost-sharing policy for local flood control improvements which is followed elsewhere in the United States also be applied to new authorizations for such improvements in the St. Francis Basin. Subject to consideration of the above, the Bureau of the Budget has no objection to submission of the report to the Congress.

Comments of the Secretary of the Army.—The Secretary believes that the cost-sharing policy for local flood control improvements which is followed elsewhere in the United States should also be applied to new authorizations for such improvements in the St. Francis Basin. Accordingly, the Secretary recommends that local interests be required to bear the cost of lands, easements and rights-of-way, relocations and maintenance, as customarily prescribed for local flood control improvements elsewhere. Authorization on this basis would decrease the initial Federal cost by \$1,692,000 and the annual cost of maintenance by \$40,500.

Remarks.—The proposed improvement will provide urgently needed flood protection for a large agricultural area and improve drainage conditions. It is a worthwhile modification of the lower Mississippi River project.

BIG SIOUX RIVER, SIOUX CITY, IOWA, AND NORTH SIOUX CITY,
S. DAK.

(S. Doc. 94, 90th Cong.)

Location.—The study is concerned with the lower 5.5 miles of the Big Sioux River which forms the boundary between Sioux City, Iowa, and North Sioux City, S. Dak. The study area is bounded on the east by high bluffs and on the west by the wide flat valley of the Missouri River.

Authority.—Senate Public Works Committee Resolution adopted September 10, 1962.

Existing projects.—There is no existing Federal flood control works on the lower 5.5 miles of the Big Sioux River. A plan of improvement for the lower 30 miles of the Big Sioux River was authorized by the Flood Control Act of 1965. However, the plan is not adequate under

current conditions. A commercial navigation harbor project at the mouth of the Big Sioux River was authorized by the River and Harbor Act of 1946. Presently, the need for such harbor no longer exists. Local flood protection projects have been constructed in the upstream portion of the basin by the Corps of Engineers and the Soil Conservation Service. State and local interests have also undertaken measures to improve recreation and fishing and control bank erosion of various locations throughout the basin.

Flood problem.—Major floods in the lower portion of the Big Sioux River basin are caused by snowmelt runoff. Recent spring floods in the study area occurred in 1960, 1962, and 1965 and caused approximately \$2 million in damages to highway bridges, and other utilities and to residential and commercial properties. The extent of flood and erosion damages and the potential threat to life can be expected to increase as development continues.

Recommended plan of improvement.—Channel straightening and enlargement of the existing Big Sioux River with related bank stabilization measures in the 4 mile upstream reach and construction of a new 1.5 mile cutoff channel to the Missouri River.

Estimated cost (Price level of December 1966)

Federal.....	\$2, 750, 000
Non-Federal.....	160, 000
Total.....	2, 910, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$109, 400	\$6, 400	\$115, 800
Operation and maintenance.....		29, 200	29, 200
Total.....	109, 400	35, 600	145, 000

Annual benefits: Flood control.....¹ \$182, 000

¹ Includes \$73,000 of flood-induced erosion benefits.

Benefit-cost ratio.—1.3.

Local cooperation.—Provide all lands, easements and rights-of-way; hold and save the United States free from damages due to the construction works; maintain and operate all works after completion; prevent obstruction or encroachment that would reduce the flood-carrying capacity of the improved channel; provide without cost all required relocations or alterations of roads, buildings and utilities; annually inform affected interests that complete flood protection is not provided; and provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain area.

Local interests have indicated their willingness to meet these requirements.

Comments of the States and Federal Agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Iowa: Favorable.

State of South Dakota: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks: The Sioux City area has a long history of floods and further developments indicate a likelihood of increasing flood damage potential. The proposed project is soundly conceived and well coordinated with other water resource developments by the Corps of Engineers, the Soil Conservation Service, and local interests.

However, the committee is distressed with the lack of coordination between the States of Iowa and South Dakota relating to agreements on a fish and wildlife mitigation plan as well as a flood control plan for the reach of the river above Sioux City. The committee feels that sufficient time has elapsed since the original project was authorized in 1965 for local interests to reach accord on this problem, and that negotiations to resolve the differences should proceed without further delay. Language has been included in the bill to finally resolve this matter.

CAPE FEAR RIVER BASIN, N.C., RANDLEMAN AND HOWARDS MILL PROJECTS

(H. Doc. 343, 90th Cong.)

Location.—Deep River, in central North Carolina, a headwater stream of the Cape Fear River.

Authority.—An item in Public Law 88-253, approved December 30, 1963.

Existing project.—None in this part of the Cape Fear River Basin. The New Hope Reservoir on Haw River, a headwater stream of the Cape Fear River, is under construction.

Problem.—Floods occur in the Cape Fear River Basin during all seasons. Average annual estimated damage is \$883,000, of which 17 percent occurs along Deep River. There also is a need for storage of water supply, for water quality control, and for recreation.

Recommended plan of improvement.—A dam and reservoir at the Randleman and Howards Mill sites.

ESTIMATED COST (1966 PRICE LEVEL)

	Randleman Dam and Reservoir	Howards Mill Dam and Reservoir	Total project
Federal.....	¹ \$19,463,000	² \$12,460,000	\$31,923,000
Non-Federal.....			
Total.....	19,463,000	12,460,000	31,923,000

¹ Non-Federal interests to reimburse the U.S. amounts currently estimated at \$3,448,000 for water supply and \$3,402,000 for recreation and fish and wildlife enhancement.

² Non-Federal interests to reimburse the U.S. amount currently estimated at \$1,315,000 for recreation and fish and wildlife enhancement.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Randleman Dam and Reservoir:			
Interest and amortization.....	\$606,000	0	\$606,000
Operation, maintenance, and replacement.....	40,000	\$161,000	201,000
Total.....	646,000	161,000	807,000
Howards Mill Dam and Reservoir:			
Interest and amortization.....	432,000	0	432,000
Operation, maintenance, and replacement.....	45,000	95,000	140,000
Total.....	477,000	95,000	572,000
Total project:			
Interest and amortization.....	1,038,000	0	1,038,000
Operation, maintenance, and replacement.....	85,000	256,000	341,000
Total.....	1,123,000	256,000	1,379,000

ANNUAL BENEFITS

	Randleman Dam and Reservoir	Howards Mill Dam and Reservoir	Total project
Flood control.....	\$201,000	\$335,000	\$536,000
Water supply.....	157,000	-----	157,000
Water quality control.....	175,000	-----	175,000
Recreation and F. & W.L.....	729,000	518,000	1,247,000
Total.....	1,262,000	853,000	2,115,000

Benefit-cost ratio.—

Randleman Dam and Reservoir.—1.6.

Howards Mill Dam and Reservoir.—1.5.

Local cooperation.—Administer project land and water areas for recreation and fish and wildlife enhancement; pay one-half of the separable cost for recreation and fish and wildlife enhancement, estimated at \$1,610,000 for Randleman Dam and Reservoir and \$1,315,000 for Howards Mill Dam and Reservoir; bear all costs of operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities, estimated at \$98,000 annually for the Randleman site and \$95,000 for the Howards Mill site; hold and save the United States free from damages resulting from construction and operation of the project; and prevent encroachment on downstream channels. For the Randleman site pay all costs allocated to water supply, estimated at \$1,429,000 for construction and \$10,000 annually for operation, maintenance and major replacements; pay all construction costs of the sewer-interceptor system allocated to water supply, estimated at \$2,019,000, and bear all costs of operation, maintenance, and replacements estimated at \$19,000 annually; pay one-half the construction cost of the sewer-interceptor system allocated to recreation and fish and wildlife enhancement, estimated at \$1,792,000 and bear all costs of operation, maintenance, and replacements, estimated at \$34,000 annually; undertake all practical measures to control stream pollution; exercise legal capability control against removal of stream flow; provided that Federal participation required to safeguard the water quality shall not be a substitute for responsibility of local interests to provide adequate treatment. Local interests have indicated willingness to fulfill the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

Federal Power Commission: Favorable.

State of North Carolina: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of the report to Congress. However, the Bureau would expect the Chief of Engineers to reexamine the cost allocation prior to construction to insure that the project conforms to existing policy.

Remarks.—These projects would provide flood control, water supply, water quality control, recreation, and fish and wildlife enhancement to meet the needs of a large and important area. They would be important elements in the overall development of the water resources of the Cape Fear River Basin.

CLEAR CREEK, TEX.

(H. Doc. 351, 90th Cong.)

Location.—Clear Creek and its tributaries drain an area of about 250 square miles in the coastal area of Texas extending from the southern portion of the city of Houston to the west side of Galveston Bay.

Authority.—Section 209 of the Food Control Act approved October 23, 1962.

Existing project.—There are no existing Corps of Engineers flood control projects on Clear Creek. Local drainage districts and other local agencies have constructed flood and drainage improvements on Clear Creek and major tributaries. An existing Federal shallow draft navigation project in the lower reaches of Clear Creek and Clear Lake, is compatible with the proposed project.

Flood problem.—The existing flood control improvements do not afford the degree of protection that should be provided for the rapidly growing residential and commercial developments occurring adjacent to Clear Creek. It is estimated that \$5 million in damages would result from the occurrence of a standard project flood under existing conditions of development. Based on the accelerated growth rate, the flood damage potential can be expected to increase markedly in future years.

Recommended plan of improvement.—The proposed project would provide for enlargement and rectification of 31 miles of Clear Creek channel upstream of Clear Lake to Houston. The improved channel will have bottom widths varying from 200 feet at the lower end to 76 feet in the upper reaches and will provide protection against a 100-year flood.

Estimated cost (price level of January 1967)

Federal.....	\$12, 600, 000
Non-Federal.....	6, 300, 000
Total.....	18, 900, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$454,600	\$227,400	\$682,000
Maintenance.....		60,000	60,000
Total.....	454,600	287,400	742,000

Annual benefits:			
Flood damage prevention.....			\$1,944,000
Land enhancement.....			183,000
Total.....			2,127,000

Benefit-cost ratio.—2.9.

Local cooperation.—Provide all lands, easements and rights-of-way; hold and save the United States free from damages; maintain and operate all works after completion; prevent obstruction or encroachment that would reduce the flood-carrying capacity of the improved channel; provide without cost all required relocations or alterations of roads, buildings, bridges (except railroad bridges), and various utilities; annually inform all interested parties that the project will provide protection up to the 100-year flood but will not provide protection from hurricane or storm tide flooding; coordinate appropriate local agencies to provide and maintain adequate lateral channels and drains without cost to the United States; and provide guidance and leadership in wise flood plain management. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—The Bureau notes that over 70 percent of the total annual benefits arise from protection and encouragement of future development in the flood plain. The Bureau states this provides an opportunity to pursue nonstructural measures to reduce flood-plain damage and promote wise and economic use of the flood plain. The Bureau concurs in the Secretary of the Army's recommendation that the project should be reviewed prior to initiation of construction to determine if the size and scope of the proposed plan should be modified to achieve the most practicable balance between structural works, flood-plain regulation and a broad flood-plain management program. The Bureau urges the corps to further encourage the State and other local governmental units to develop a flood-plain management program through providing technical services and guidance. Subject to consideration of the above, the Bureau has no objection to submission of the report to Congress.

Remarks.—The proposed works will provide protection for rapidly growing residential and commercial developments in an expanding metropolitan area near Houston where control is needed for storm runoff. Thi improvement is compatible with an existing shallow-draft navigation project serving the area.

CROOKED CREEK, VICINITY, HARRISON, ARK.

(S. Doc. 28, 90th Cong.)

Location.—Crooked Creek is a right-bank tributary of the White River in north-central Arkansas. The stream rises in the northwest part of Newton County and flows northward to Harrison in Boone County, thence eastward about 76 miles to the White River.

Authority.—Senate Public Works Committee resolution adopted May 16, 1961.

Existing project.—There has been no Federal project constructed on Crooked Creek. A Soil Conservation Service work plan has been approved by the Committees on Agriculture of the Senate and the House. This plan includes land treatment measures and 22 floodwater retarding structures. Three of the 22 structures would be deleted if the corps multiple-purpose project is authorized. Subsequent to a disastrous flood in 1961 local interests completed an urban renewal project which included a levee and floodwall along Crooked and Dry Jordan Creeks.

Flood problems.—Minor flooding from Crooked Creek occurs at Harrison and vicinity on the average of three to four times a year under present conditions, and major floods occur about once every 4 years. The most disastrous flood occurred on May 7, 1961, with an estimated peak flow of 54,000 cubic feet per second near the downstream city limits of Harrison. The flood caused the loss of four lives and damages of \$5,278,000 in the city and \$66,000 in the rural areas.

Recommended plan of improvement.—The plan of improvement provides for a multiple-purpose dam and reservoir on East Fork of Crooked Creek and for raising the existing, locally constructed, levee and floodwall within the city of Harrison.

Estimated cost (price level of March 1965)

Federal.....	¹ \$2, 840, 000
Non-Federal.....	20, 000
Total.....	2, 860, 000

¹ Non-Federal interests to repay an estimated \$1,533,000 for water supply and a portion of the reservoir costs allocated to flood control, presently estimated at \$251,000. The net cost to the Federal Government would be an estimated \$1,056,000.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$93, 000	\$700	\$93, 700
Maintenance and operation.....		21, 300	21, 300
Total.....	93, 000	22, 000	115, 000

Annual benefits:

Flood control.....	\$51, 680
Water supply.....	95, 000
Recreation.....	4, 500
Total.....	151, 180

Benefit-cost ratio.—1.3.

Local cooperation.—For the reservoir: reimburse the United States for all costs allocated to water supply storage currently estimated at \$1,533,000; hold and save the United States free from all water rights claims resulting from construction; prior to construction either reimburse or enter into a contract to reimburse the United States for the cost of lands, easements, rights-of-way, and relocations allocated to flood control, presently estimated at \$251,000; maintain and operate the reservoir for all purposes in accordance with regulations prescribed by the Secretary of the Army. For the levee and floodwall: provide without cost to the United States all lands, easements and rights-of-way; accomplish all relocations and alterations made necessary by the construction works; hold and save the United States free from damages due to the construction works; maintain and operate all the works in accordance with regulations prescribed by the Secretary of the Army; prevent encroachment on existing and improved channels of Crooked Creek and Dry Jordan Creek within the jurisdiction of the city; and provide, if necessary, a ponding area or pumping capacity at the intersection of the levees along the left bank of Crooked Creek and the right bank of Dry Jordan Creek to prevent flooding from interior runoff. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Arkansas: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The recommended multiple-purpose dam and reservoir on the East Fork of Crooked Creek together with local protection works within the city of Harrison would prevent the recurrence of the disastrous flood of 1961 which caused the loss of four lives and damages exceeding \$5 million. The project will also provide a dependable source of high-quality water for the city of Harrison.

CUCAMONGA CREEK, CALIF.

(H. Doc. 323, 90th Cong.)

Location.—The Cucamonga Creek Basin comprises a drainage area of 82 square miles in the northwestern part of the Santa Ana River Basin in San Bernardino and Riverside Counties, Calif., approximately 40 miles east of Los Angeles.

Authority.—Resolution of the House Public Works Committee, adopted February 24, 1960.

Existing projects.—Local interests have constructed some partial protection works. There are no existing Federal improvements for flood control in Cucamonga Creek Basin. However, runoff from the basin flows into Prado Reservoir which was constructed by the Corps of Engineers in 1941.

Flood problem.—Because of inadequate channel capacities and bridge openings, floodwaters are causing recurring damages. The flood damage potential has increased greatly with the increase in population and urban development that is taking place.

Recommended plan of improvement.—Debris collection basins and a diversion levee in the headwaters, with a system of rectangular channels aggregating 25 miles in length.

Estimated cost (price level of July 1965)

Federal.....	\$26, 300, 000
Non-Federal.....	8, 200, 000
Total.....	34, 500, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$862, 000	\$370, 000	\$1, 232, 000
Maintenance and operation.....	0	83, 000	83, 000
Total.....	862, 000	453, 000	1, 315, 000

Annual benefits:

Damages prevented.....	\$2, 104, 000
Decrease in maintenance cost.....	26, 000
Total.....	2, 130, 000

Benefit-cost ratio.—1.6.

Local cooperation.—Provide lands, easements, and rights-of-way. Perform all necessary alteration and modifications of highways, roads, streets, highway bridges, utilities, and drainage facilities. Deposit funds with the United States to cover the cost of constructing outlets from the proposed channels to permit diversion of stream flows to spreading grounds for percolation into underground basins. Hold the United States free from damages due to construction of the works and from damages arising from any water-rights claims. Operate and maintain the works after completion including removal of debris to maintain adequate storage capacities in the debris basins. Prevent any encroachment that would reduce the flood carrying capacities of the channels or that would reduce the debris storage capacities of the debris basins. Local interests have indicated a willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that 78 percent of flood control benefits accrue to future development in the flood plain and believes that both structural measures and flood plain management will be necessary. Since it is the responsibility of local interests to adopt an adequate flood plain management program, the Bureau urges the Corps of Engineers to encourage local interests to take necessary action by furnishing technical services and guidance. The Bureau also recommends that the economics be reevaluated during preconstruction planning so that specific guidelines established by the Federal agencies for implementing Executive Order 11296 can be taken into consideration in the projection of future developments. Subject to consideration of these comments the Bureau of the Budget has no objection to submission of the report to Congress.

Comments of the Secretary of the Army.—The Secretary of the Army states that during preconstruction planning, the Chief of Engineers will review the size and scope of the project and modify the plan as needed to achieve the most reasonable balance between structural works, flood plain regulation mentioned in the State's letter as a requirement of the State water code, and a broad program of flood plain management. The objective of the review is to avoid uneconomic, hazardous or unnecessary further development in the flood plain.

Remarks.—The Cucamonga Creek Basin has a long history of floods and conditions indicate a likelihood of increasing flood damage potential due to increasing population and urban development. The proposed project is soundly conceived and well coordinated with other developments of the area.

DADE COUNTY, FLA.

(H. Doc. 335, 90th Cong.)

Location.—The shoreline under study consists of about 14.5 miles of the Atlantic coast of Dade County north of Government Cut, and includes Miami Beach and a number of smaller coastal communities.

Authority.—Authority for the study is contained in section 2 of the River and Harbor Act of July 3, 1930, as amended and supplemented; and Public Law 71, 84th Congress, approved June 15, 1955.

Existing project.—There is no existing Federal project for beach erosion control or hurricane protection.

Erosion and hurricane problem.—Recession of the shore is causing loss of valuable beaches and property, and is placing seawalls and other structures under direct wave attack. Many of the most intense hurricanes of record have passed over or near the study area. Hurricane tides and waves generated in the ocean and in Biscayne Bay in past hurricanes have caused major tidal flooding in the area.

Recommended plan of improvement.—The recommended plan of improvement provides for construction of a protective beach and dune and periodic nourishment for beach erosion control and hurricane protection between Government Cut and Bakers Haulover Inlet, a protective beach and periodic nourishment at Haulover Beach Park.

ESTIMATED COST (PRICE LEVEL OF 1964)

	Government cut to Bakers Haulover Inlet	Haulover Beach Park	Total
Federal.....	\$11 262,000	\$543,000	¹ \$11,805,000
Non-Federal.....	17,338,000	337,000	¹ 17,675,000
Total.....	28,600,000	880,000	29,480,000

¹ Federal cost could increase to \$17,701,000 and non-Federal cost decrease to \$11,779,000 with the establishment of public ownership and use of all beaches in the recommended project.

PROJECT ECONOMICS (BASED ON PRESENT OWNERSHIP)

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$471,000	\$703,000	\$1,174,000
Maintenance.....	0	17,000	17,000
Periodic nourishment.....	79,000	392,000	471,000
Total.....	550,000	1,112,000	1,662,000

Annual benefits:		
Damages prevented.....		\$740,000
Prevention of loss of land.....		470,000
Recreational use of beaches.....		3,240,000
Total.....		4,450,000

Benefit-cost ratio.—2.7.

Local cooperation.—Contribute in cash for the first costs of the work between Government Cut and Bakers Haulover Inlet: Amounts ranging from 60.2 percent with existing shorefront ownership, presently estimated at \$17,005,000, to 39.3 percent, with public shore-front ownership, presently estimated at \$11,109,000; 100 percent of the cost required for filling landward of the project limit, presently estimated at \$1,050,000; and for the work at Haulover Beach Park, contribute 21.3 percent of the first cost, an amount presently estimated at \$147,000; contribute in cash for the first 10 years of project life, amounts ranging from 88.9 percent of the nourishment cost for the beach, with existing ownership, to 60.7 percent with public ownership, and the entire maintenance cost for the dune, all between Government Cut and Bakers Haulover Inlet, now estimated at from \$378,000 to \$258,000 and \$17,000 annually, respectively, and final apportionment of costs to be determined on the basis of actual costs, and shore ownership and use at the time of construction; and 30 percent of the nourishment cost for Haulover Beach Park, now estimated at \$14,000 annually, such contribution to be prior to each nourishment operation; provide at their own expense all necessary lands, easements, rights-of-way, and relocations required for construction and subsequent maintenance of the project, now estimated at \$190,000 for the combined beach erosion control-hurricane protection project between Government Cut and Bakers Haulover Inlet, and \$10,000 for the beach erosion control project at Haulover Beach Park; hold and save the United States free from claims for damages that may result from construction or maintenance of the improvement; assure continued

public ownership and use of the shore upon which the amount of Federal participation is based, and its administration for public use during the economic life of the project; assure maintenance of the groin, and after the first 10 years of project life, periodic nourishment of the protective beach and maintenance of the dune during the economic life of the project, as may be required to serve the intended purpose; assure that water pollution that would endanger the health of bathers will not be permitted; prevent removal or relocation by man of fill from the beach berm and dune, thereby insuring proper dimensions and elevations as called for by the plan of improvement; prevent the erection of barriers to the littoral movement of material that would interfere with the nourishment of the beach; maintain throughout the project life, at the parks qualifying for 70 percent Federal participation, a zone that excludes permanent human habitation and areas that include, but are not limited to, recreational beaches, that satisfy criteria for conservation sufficient distance to protect the uplands from damage, and that provide essentially full park facilities for public use, all of which shall meet the approval of the Chief of Engineers; at least annually inform interests affected that the project will not provide complete protection from a hurricane tide level equal to or higher in elevation than that of the hurricane of September 1926 and will not reduce flooding resulting from tides generated in the bay; and establish in public ownership for public use. Local interests are willing and able to meet these requirements.

Comment of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Florida: Favorable.

Comments of the Bureau of the Budget.—No objection to submission of the report to Congress. However, the Bureau of the Budget notes that the preponderance of benefits estimated for the proposed project between Government Cut and Bakers Haulover Inlet would accrue on the basis of existing shorefront ownership, to beaches presently in public ownership and use. As a result, it believes the economic justification for the proposed improvements along shorefront presently in private ownership is questionable. The Bureau states that assurances of public access and use of these beaches would provide opportunity for dispersion of projected recreational use along the entire length of the project and opportunity for possibly even greater recreational use than estimated in the report. Further, it agrees fully with the views of the Secretary of the Army that it is important to insure that the expenditure of Federal funds for this project will result in commensurate public benefit.

The Bureau of the Budget, therefore, concurs in the recommendation of the Secretary of the Army that the project authorization provide that, prior to construction, local interests furnish assurances satisfactory to the Secretary of the Army that they will establish and continue public use of all of the new beach fill seaward of the landward limit of the project together with acceptable access and other facilities necessary for public use.

Comments of the Secretary of the Army.—The Secretary of the Army believes that it is important to insure that adequate public benefit will result from the Federal expenditure. He recommends, therefore,

that the projects for beach erosion control and hurricane protection be authorized in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in his report: Provided that, in addition thereto, prior to construction, local interests furnish assurances satisfactory to the Secretary of the Army that they will establish and continue public use of all of the new beach fill seaward of the landward limit of the project.

Remarks.—Authorization of the proposed plan for hurricane protection and beach erosion control for prevention of loss of valuable beaches and property in the Miami Beach area, is highly desirable.

DELAWARE COAST

(S. Doc. 90, 90th Cong.)

Location.—Atlantic Ocean shore of Delaware, Cape Henlopen south to Fenwick Island (Delaware-Maryland line).

Authority.—Senate Public Works Committee resolution approved January 7, 1963.

Existing project.—Federal beach restoration and nourishment project from Rehoboth Beach to Indian River Inlet, plus various navigation improvements. Recommended project will be in lieu of existing beach restoration project.

Problem.—Severe erosion occurs throughout the study area, endangering existing shore developments. This erosion is the result of normal erosion processes plus the effect of hurricanes and other storms.

Recommended plan of improvement.—Beach widening; dune, bulkhead, stone revetment, and sand fence construction; planting dune grass; and periodic beach nourishment. Project consists of reach 1, 13.6 miles, Cape Henlopen to Indian River Inlet, and reach 2, 10.9 miles, Indian River Inlet to Fenwick Island, either of which may be constructed independently of the other.

Estimated cost (1966 price level)

Federal.....	\$5, 584, 000
Non-Federal.....	2, 460, 000
Total.....	8, 044, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$220, 600	\$97, 700	\$318, 300
Maintenance and operation, replacements and periodic nourishment.....	270, 200	774, 100	1, 044, 300
Total.....	490, 800	871, 800	1, 362, 600

Annual benefits:			
Damage prevented.....			\$1, 610, 000
Beach recreation.....			386, 000
Land enhancement.....			54, 000
Decreased maintenance.....			9, 000
Total.....			2, 059, 000

Benefit-cost ratio.—Reach 1, 1.4; reach 2, 1.6.

Local cooperation.—Bear 31 percent of total first cost, estimated at \$2,460,000; provide all lands, easements, and rights-of-way required; accomplish all necessary alterations and relocations; hold and save the United States free from damages due to construction; maintain all works after completion, including maintenance and replacement of existing groins; assure continued public ownership and use of pertinent shore; adopt ordinances to provide for dune preservation; control water pollution; maintain a zone excluding permanent human habitation; inform interests annually that project will not provide complete hurricane tide protection. Local interests have indicated a willingness and ability to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

State of Delaware: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed plan will reduce the damage caused by hurricanes and alleviate the existing erosion problems along the Delaware coast which is essential to continued development of the recreational potential of the area.

FEATHER RIVER NEAR CHESTER, CALIF.

(H. Doc. 314, 90th Cong.)

Location.—The town of Chester is located in northeastern California, about 125 miles north of Sacramento, on the North Fork of Feather River which drains a 115-square-mile area above the town.

Authority.—House Committee on Public Works resolution adopted June 13, 1956.

Existing project.—There is no existing Federal project at Chester.

Flood problems.—Floodflows cause heavy deposition in stream channels through the town which results in loss of channel capacity and contributes to the stranding of debris. Floodwaters then leave the channel and spread over the flood plain on which the town is located.

Recommended plan of improvement.—The plan of improvement provides for an earthfill diversion dam with a crest length of about 850 feet and a maximum height of about 45 feet. Diverted flows would be confined within an old channel by levees 10,200 feet long on the left bank and 6,000 feet long on the right bank.

Estimated cost (price level of July 1966)

Federal	\$940, 000
Non-Federal	820, 000
Total	1, 760, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$31,000	\$31,000	\$62,000
Maintenance and operation.....	0	9,000	9,000
Total.....	31,000	40,000	71,000

Annual benefits:

Damages prevented.....	\$83,000
Area redevelopment.....	4,000
Total.....	87,000

Benefit-cost ratio.—1.2.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold the United States free from damages; maintain and operate the works after completion; accomplish all relocations of buildings, utilities, bridges, roads, sewers, and pipelines and other alterations which may be required for construction of the project; adjust all claims concerning water rights; prescribe and enforce regulations designed to prevent encroachment of any type that would impair the flood control effectiveness of the works. Local interests have indicated willingness to comply with the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that the projected annual benefits would not equal the average annual costs of the project for nearly 30 years. Therefore, the Bureau would expect the Chief of Engineers prior to requesting construction appropriations to review the timing of initiation of the project. Subject to consideration of these comments the Bureau has no objection to submission of the proposed report to Congress.

Comments of the Secretary of the Army.—In accordance with the comment of the Bureau of the Budget, the Chief of Engineers will review the timing of initiation of the project prior to requesting appropriations of funds for construction. Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The proposed improvement will protect against frequent flooding at Chester which has caused considerable damage in the past.

HILLSBOROUGH BAY, FLA.

(H. Doc. 313, 90th Cong.)

Location.—Northeast extension of Tampa Bay on the west-central coast of the Florida Peninsula.

Authority.—Public Law 71, 84th Congress, first session, approved June 15, 1955.

Existing project.—None for hurricane protection.

Flood problem.—Hurricanes passing over or near Hillsborough Bay have caused extremely high tides at Tampa, resulting in serious flooding and property damage in both residential and industrial areas.

Recommended plan of improvement.—An earthfill levee and barrier, with two ungated navigation openings, about 58,000 feet from Gadsen Point to the mainland south of Little Manatee River. A comprehensive hydraulic model be constructed, operated, and maintenance for the study of water utilization and control in the Tampa Bay region.

ESTIMATED COST (PRICE LEVEL OF 1964)

	Hurricane project	Model study	Total
Federal.....	\$9,159,000	\$750,000	\$9,909,000
Non-Federal.....	3,925,000		3,925,000
Total.....	13,084,000	750,000	13,834,000

PROJECT ECONOMICS (FOR HURRICANE PROJECT)

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$364,600	\$156,200	\$520,800
Maintenance.....	400	40,000	40,400
Total.....	365,000	196,200	561,200

Annual benefits: Damages prevented..... \$600,000

Benefit-cost ratio: 1.1.

Local cooperation.—Provide without cost to the United States all lands, easements, rights-of-way, and relocations required for construction of the project, at costs presently estimated at \$35,000; bear 30 percent of the first cost, exclusive of navigation aids, a sum presently estimated at \$3,925,000, consisting of the items listed above and a cash contribution presently estimated at \$3,890,000, to be paid in a lump sum prior to initiation of construction, or in installments prior to start of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of costs to be made after actual costs and values have been determined; hold and save the United States free from damages due to the construction works; maintain and operate all the works, except navigation aids, in accordance with regulations prescribed by the Secretary of the Army; and at least annually notify interests affected of the degree of protection provided and of local actions to be taken during hurricane emergencies. Local interests have indicated a willingness and ability to meet these requirements.

Commends of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Commerce: Favorable.

State of Florida: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau of the Budget states that because of the project's very marginal justification, it is its view that the further detailed studies should be completed before the proposed barrier improvements are considered for authorization. Thus, it believes authorization of construction of the proposed barrier improvements at this time would be premature. The Bureau of the Budget concurs in the Chief of Engineers recommendation that a complete investigation and study of water utilization and control in the Tampa Bay region be authorized. It believes however, that the Chief of Engineers should carefully investigate alternatives to the hydraulic model such as computer model analysis and the more conventional water resources analysis methods and prepare a cost effectiveness analysis for such alternatives. It further believes that a complete investigation and study of water utilization and control in the Tampa Bay region should be a multiagency effort involving the Department of the Interior, other Federal agencies, and interested State agencies.

*Comments of the Secretary of the Army.—*The Secretary of the Army concurs with the Bureau of the Budget and will submit to the Congress proposed legislation for this study.

*Remarks.—*The committee recognizes the need for this project; however, it also considers that the proposed barrier construction should not be undertaken until the Chief of Engineers completes further detailed studies covering related water resource problems, including a comprehensive model study of the entire Tampa Bay area. Results of this study are to be transmitted to the Congress prior to initiation.

IAO STREAM, WAILUKU, MAUI, HAWAII

(H. Doc. 151, 90th Cong.)

*Location.—*Iao Stream drains a portion of the slopes of the West Maui Mountains, and its lower course runs into the sea just east of the town of Wailuku on the island of Maui.

*Authority.—*Flood Control Acts of 1950 and 1962.

*Existing project.—*The existing Federal improvement for flood control provides for clearing and snagging in the lower 5,500 feet of the river which was completed by the Corps of Engineers in 1954. Local interests have constructed levees, walls, and channels for 2,700 feet upstream of Market Street Bridge.

*Flood problem.—*Fast-rising, high-velocity floods cause extensive damages and loss of life. The severest flood of record occurred in January 1916, resulting in the loss of 13 lives. One other life was lost in the flood of December 1950. Accumulation of large boulders and other debris in the downstream reaches contributes to the problem.

*Recommended plan of improvement.—*Construction of a debris basin about 3 miles upstream from the mouth and levees and channel improvements downstream from Market Street Bridge to the ocean.

Estimated cost (price level of October 1965)

Federal	\$1, 660, 000
Non-Federal	240, 000
Total	1, 900, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$66, 100	\$9, 500	\$75, 600
Maintenance and operation	0	14, 500	14, 500
Total	66, 100	24, 000	90, 100

Annual benefits:		
Damages prevented	\$103, 000	
Elimination of maintenance to existing channel	10, 000	
Total	113, 000	

Benefit-cost ratio.—1.3.

Local cooperation.—Provide all lands, easements, and rights-of-way. Hold and save the United States free from damages. Maintain and operate the works after completion. Prevent encroachment on the improved channel. Provide all relocations of buildings, utilities, bridges and roads, sewer, pipelines, and other alterations of existing improvements which may be required. At least annually notify affected interests the extent of flood protection provided by the project. Local interests have indicated willingness to meet requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Hawaii: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967 submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—It is noted that 14 lives have been lost in past floods and construction of the project is essential in order to prevent further loss of life.

LAKE CHICOT, ARK.

(H. Doc. 168, 90th Cong.)

Location.—Lake Chicot is located in the extreme southeast corner of Arkansas across the Mississippi River from Greenville, Miss.

Authority.—House Public Works Committee resolution adopted June 19, 1963.

Existing project.—Lake Chicot lies within the area of the Boeuf and Tensas Rivers and Bayou Macon project, which is a part of the Mississippi River and tributaries project. The lake serves as a detention reservoir. Water from streams served by the Boeuf and Tensas Rivers and Bayou Macon project flow into Lake Chicot from the north and flow out of the lake through the southern end. The project reduces flooding caused by interior runoff and provides an outlet for drainage.

Problem.—High turbidity of the water in Lake Chicot throughout most of the year and fluctuations of the lake level have greatly lessened the value of the lake for recreation. Federal improvements upstream from the lake are believed to have contributed to this condition.

Recommended plan of improvement.—Construction of a pumping plant having a capacity of 6,500 cubic feet per second and gravity drainage structure in the vicinity of Maco Lake, Ark., and related control facilities, to divert flows into the Mississippi River that would otherwise enter Lake Chicot and to regulate the level of the lake. Six recreation areas along the shoreline also will be provided.

Estimated cost (price level of 1966)

Federal	¹ \$15,240,000
Non-Federal	240,000
Total	15,480,000

¹ Includes \$290,000 to be repaid as part of non-Federal share of recreation costs.

Project economics

Annual charges:

Interest and amortization.....	\$533,000
Maintenance, operation, and major replacement.....	¹ 179,000
Total	712,000

¹ Includes \$30,000 for non-Federal operation and maintenance of the recreation areas.

Annual benefits:

General recreation.....	405,000
Fish and wildlife.....	198,000
Flood control.....	95,000
Land restoration.....	22,000
Total	720,000

Benefit-cost ratio.—1.01 (excluding area redevelopment benefits) and 1.1 (including area redevelopment benefits).

Local cooperation.—Administer, operate, and maintain the recreation facilities and insure that the recreation facilities are open to all on equal terms; provide all lands required for specific recreation facilities and make additional contributions necessary to bring the local contribution to not less than 50 percent of project cost charged to recreation, with a provision that local interests may pay this cost, except for lands, over a period of 50 years (estimated cash contribution is

\$290,000) ; perform minor maintenance and operate the gates on control structures in Connerly and Ditch Bayous. Local interests have indicated their willingness to provide the required assurance of co-operation.

Comments of the State and Federal agencies.—

Department of the Interior : Favorable.

Department of Agriculture : Favorable.

Department of Health, Education, and Welfare : Favorable.

State of Arkansas : Favorable.

State of Louisiana : Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget does not believe that full Federal responsibility for the damages has been clearly established. Although the tremendous national expansion of the recreation industry since World War II has increased the significance of damages to recreation, the Bureau questions whether the Federal Government should be held fully responsible for damages resulting from a change in the Nation's economy more than 20 years after the original plan of improvement was authorized. The Bureau believes the damages are the result of the cumulative adverse effects resulting from a complex interaction of many Federal and non-Federal improvements made over more than 20 years, some not yet completed. Because of this the Bureau believes that the requirements of local cooperation should be amended to provide that local interests will operate and maintain the recommended project (including major replacements) after completion and to hold and save the United States free from damages due to the construction, operation, maintenance, and replacement of works. Also that no additional improvements should be made at Federal expense in connection with the mitigation of damages caused by silt-laden flows into Lake Chicot. Subject to the above changes in requirements of local cooperation, the Bureau of the Budget advises that there would be no objection to the submission of the proposed report to the Congress.

Comments of the Secretary of the Army.—The Secretary of the Army concurs with the views of the Bureau of the Budget and recommends amending the recommendations of the Chief of Engineers to require that local interests furnish assurances prior to construction to operate and maintain the recommended project (including major replacements) after completion, and hold and save the United States free from damages due to the construction, operation, maintenance, and replacement. Also, the Secretary recommended that no further improvement be made at Federal expense in connection with the mitigation of damages caused by silt-laden flows into Lake Chicot.

Remarks.—The proposed project would restore the high recreational value of Lake Chicot by diverting highly turbid flows into the Mississippi River that would otherwise enter Lake Chicot. The project is primarily for mitigating the effects of Federal improvements upstream from the lake and the project, as proposed by the Chief of Engineers, would be an appropriate adjustment.

In view of the Federal expenditures involved, the committee added a provision that prior to initiation of construction of the project, local interests shall agree that no fees shall be charged for admission to Lake Chicot and to public recreation areas adjoining Lake Chicot and that user fees at such lake and areas shall be devoted to recreation purposes.

LICKING RIVER AND TRIBUTARIES, OHIO

(H. Doc. 337, 90th Cong.)

Location.—Licking River is in central Ohio, between Columbus and Zanesville, and is a tributary to the Muskingum River.

Existing projects.—There are two existing Corps of Engineers projects in the basin. The Newark local protection project, consisting of channel enlargement, earth levee, and a pumping station, was completed in 1941. Dillon Reservoir, a project for flood control and recreation located downstream from Newark, was completed in 1961.

Flood problems.—The major flood problem is at the city of Newark, where extensive residential and commercial development is subject to flooding. Some damage also occurs in smaller communities and on agricultural lands bordering the streams of the basin. A recurrence of the worst flood of record, that of January 1959, would now cause damages in excess of \$10 million, mainly in Newark. There is also a need for water quality control in the stream, water-related public recreation in the area, and water supply for Newark.

Recommended plan of improvement.—The plan consists of two parts: (1) Utica Dam and Reservoir on the North Fork above Newark for flood control, water supply, water quality control, and recreation; and (2) modification of the Newark local protection project by improving interior drainage facilities, channel enlargement of North Fork, and diversion of Log Pond Run floodflows into Sharon Run.

ESTIMATED COST (PRICE LEVEL OF 1966)

	Utica Reservoir	Newark	Total
Federal.....	¹ \$31,500,000	\$1,453,000	\$32,953,000
Non-Federal.....		242,000	242,000
Total.....	31,500,000	1,695,000	33,195,000

¹Includes non-Federal reimbursements of \$7,820,000 for water supply and \$2,360,000 for recreation and fish and wildlife enhancement.

PROJECT ECONOMICS

	Utica Reservoir			Newark			Total
	Federal	Non-Federal	Total	Federal	Non-Federal	Total	
Annual charges:							
Interest and amortization.....	735,000	\$341,800	\$1,076,800	\$57,000	\$11,400	\$68,400	\$1,145,200
Maintenance and operation.....	42,300	101,900	144,200	4,000	5,400	9,400	153,600
Subtotal.....	777,300	443,700	1,221,000	61,000	16,800	77,800	1,298,800
Land production loss.....			51,300			0	51,300
Total.....	777,300	443,700	1,272,300	61,000	16,800	77,800	1,350,100
	Utica			Newark			Total
	Federal	Non-Federal	Total	Federal	Non-Federal	Total	
Annual benefits:							
Flood control.....				\$347,200	\$188,800		\$536,000
Water supply.....				531,800			531,800
Water quality control.....				824,800			824,800
Recreation and fish and wildlife enhancement.....				358,600			358,600
Total.....				2,062,400	188,800		2,251,200

Benefit-cost ratio.—Utica Reservoir, 1.6; Newark, 2.4; total, 1.7.

Local cooperation.—

Utica Reservoir.—Hold and save the United States free from damages resulting from water rights claims due to construction and operation of the project; exercise to the full extent of their legal capability control against removal of streamflow made available for water quality control; contribute to the control of pollution of streams subject to low-flow augmentation by requiring adequate treatment or other methods of controlling wastes at the source; protect the channel downstream from the reservoir from encroachment which would adversely affect operation of the project; repay all costs allocated to municipal and industrial water supply, as determined by the Chief of Engineers, in accordance with the Water Supply Act of 1958, as amended, presently estimated at \$7,820,000 for construction and \$6,700 annually for operation, maintenance, and replacements; in accordance with the Federal Water Project Recreation Act: administer project land and water areas for recreation and fish and wildlife enhancement; pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable construction costs of the project allocated to recreation and fish and wildlife enhancement, presently estimated at \$2,36,000; bear all costs of operation, maintenance, and replacement of recreation and fish and wildlife facilities, presently estimated at \$95,200 annually.

Newark local protection project.—Furnish all lands, easements, and rights-of-way; perform without cost to the United States all necessary construction, modification, or relocation of highways, including bridges, utilities, and irrigation and drainage facilities required; hold and save the United States free from damages due to the construction works; maintain the project in accordance with regulations prescribed by the Secretary of the Army; (except for the improved North Fork channel); prevent encroachments on the capacities of the existing and proposed channels within the limits of the project, including long Pond Run downstream of the diversion.

Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Ohio: Favorable.

Comments of the Bureau of the Budget.—The Bureau notes that pumping capacity for sanitary sewage under dry-flow conditions is included in the proposed South Fork pumping station and they question whether serving that purpose is a Federal responsibility. Therefore, the Bureau recommends that a restudy be made of the matter prior to construction of the project to determine whether it is a local responsibility.

Remarks.—The recommended improvements will provide a substantial degree of flood protection for the city of Newark and other areas in the basin as well as provide water supply, water quality control, and recreation.

LITTLE BLUE RIVER, VICINITY OF KANSAS CITY, MO.

(H. Doc. 169, 90th Cong.)

Location.—The Little Blue River is a right-bank tributary of the Missouri River, about 20 miles downstream from Kansas City, Mo. The basin is about 33 miles long, with a maximum width of 13 miles and a drainage area of 224 square miles.

Authority.—Resolutions of the Senate and House Public Works Committees adopted August 23 and October 1, 1962.

Existing project.—There are no Federal flood control improvements for the Little Blue River Basin. Improvement of the lowermost 7 miles of the Little Blue River has been substantially completed as a part of the Federal construction of the Missouri River levee unit No. 351-R, which includes a tieback levee from the Missouri River along the left bank of the improved Little Blue River Channel. Three recreation lakes, two public (non-Federal), and one private, have been constructed in the East Fork subbasin.

Flood problem.—The most severe flood of record on Little Blue River occurred in 1961, when flood damage amounted to \$870,000. If the stage had been 2 feet higher, damages would have been about \$15 million. With progressive urbanization of the basin, future flooding may be expected to be much more serious. In contrast with floods, prolonged droughts have resulted in a condition of no flow for periods in excess of 30 days. Even with adequate sewage treatment facilities that are anticipated in the next few years, uncollected urban runoff will pose a pollution problem unless low-flow supplementation is provided. The existing recreation lakes in the county receive heavy public use, and the demand for additional water-based recreation facilities is increasing.

Recommended plan of improvement.—Construction of two multiple-purpose reservoirs, Longview and Blue Springs; intermittent realignment and enlargement of the Little Blue River channel from the head of the Missouri River Levee Unit No. 351-R upstream to the vicinity of Wildwood Creek; and diversion of West Fire Prairie Creek, together with levee construction, to prevent Little Blue River floods from inundating the Lake City Army Ammunition Plant and adjacent lands.

Estimated cost (Price level of May 1966)

Federal	¹ \$38,492,000
Non-Federal	624,000
Total	39,116,000

¹Non-Federal interests to repay \$2,285,000 for recreation and fish and wildlife enhancement. The net cost to the Federal Government would be an estimated \$36,207,000.

Construction costs

Reservoirs:	
Blue Springs.....	\$10,700,000
Longview	23,150,000
Total reservoirs	33,850,000
Local protection works.....	5,266,000
Total project	39,116,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Reservoirs:			
Interest and amortization.....	\$1,143,000		\$1,143,000
Operation, maintenance, and replenishments.....	35,000	\$109,000	144,000
Economic loss on lands.....	156,000		156,000
Total.....	1,334,000	109,000	1,443,000
Local protection works:			
Interest and amortization.....	186,100	24,700	210,800
Operation and maintenance.....	1,900	7,300	9,200
Total.....	188,000	32,000	220,000

Annual benefits

Reservoirs:	
Flood control.....	\$1,418,000
Water quality.....	255,000
Fish and wildlife enhancement.....	350,000
General recreation.....	610,000
Total.....	2,633,000
Local protection works: Flood control.....	697,000

Benefit-cost ratios

Reservoirs:	
Blue Springs.....	2.2
Longview.....	1.6
Local protection works.....	3.2

Local cooperation: Reservoirs.—Administer land and water areas for recreation and fish and wildlife enhancement; repay one-half of the separable cost allocated to recreation and fish and wildlife enhancement, presently estimated at \$1,325,000 for Longview Reservoir and \$960,000 for Blue Springs Reservoir; operate, maintain, and replace recreation and fish and wildlife lands and facilities, presently estimated at about \$69,000 for Longview and \$40,000 for Blue Springs annually; control pollution of the streams subject to low-flow augmentation by adequate treatment or other methods of controlling wastes at their source; obtain water rights needed for storage and use of water. resolve any conflicts in water rights, and use the water in a manner consistent with Federal and State laws.

Channel improvement works.—Furnish all lands, easements, and rights-of-way, including acquisition of sufficient interest in the channels downstream from the Longview and Blue Springs damsites to prevent encroachment on the existing channels and to assure maintenance of their present capacities; hold and save; maintain and operate; and make all alterations and relocations of highways, highway bridges, utilities, and related facilities, except railroad bridges and approaches in connection therewith.

General provisions.—Provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain areas by encouraging prudent use of floodproofing, land regulation planning, or other flood plain management techniques to reduce flood losses, and adequately inform all affected persons, at least annually, that the projects will not provide complete flood protection. Local in-

terests have indicated their willingness and ability to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Missouri: Favorable.

*Comments of the Bureau of the Budget.—*The Bureau noted that the flood plain of the Little Blue River is rural in nature with about 5,000 acres of unoccupied land in the lower part of the basin. Under the circumstances the Bureau of the Budget believes more emphasis should have been placed on nonstructural alternatives such as zoning regulations, flood warning systems, and floodproofing, which might provide adequate protection of existing development. Subject to consideration of the above, the Bureau of the Budget advises there would be no objection to submission of the proposed report to the Congress.

*Remarks.—*The Little Blue Basin is rapidly becoming urbanized and it is troubled by frequent flooding which is expected to become more severe with progressive urban expansion. The Little Blue River also experiences prolonged droughts which create pollution and public health problems. The project would provide a high degree of flood protection, low-flow augmentation, and water-based recreational opportunities to meet the present and future needs of the basin.

LITTLE DELL PROJECT, SALT LAKE CITY STREAMS, UTAH

(S. Doc. 53, 90th Cong.)

*Location.—*The study area drains about 110 square miles of the western slopes of the Wasatch Mountains and adjoining lands within the metropolitan areas of Salt Lake City to the Jordan River in north central Utah.

*Authority.—*Resolution of the Senate Public Works Committee, adopted May 22, 1963.

*Existing project.—*There are no existing Federal improvements for flood control on the streams considered in this report. A channel improvement project to bypass excess flows originating on the upper Jordan River through the Surplus Canal to Great Salt Lake was completed by the Corps of Engineers in 1960 at a Federal cost of about \$1,230,000. A dam and reservoir for flood control and water supply with a capacity of 8,000 acre-feet was authorized by the Flood Control Act of 1960 for construction by the Corps of Engineers at the Little Dell site. No work has been done. Local interests have constructed a system of underground conduits to convey runoff from the streams through Salt Lake City to Jordan River. Local interests also have constructed several projects for water supply including Mountain Dell Reservoir on Parleys Creek and a system of wells for development of the underground water supply.

*Flood problem.—*Floods of record have occurred from snowmelt runoff during the months of April, May and June, the largest of which

occurred in 1952. This flood overflowed the 13th South Street conduit for 30 days and inundated about 1,000 acres of highly developed urban area, causing damages estimated at \$2,600,000. There will be a shortage of firm water supply in the area by 1970. Also, the existing recreational facilities in the Salt Lake City area are limited, and with the predicted population increase there is a need for recreation facilities in conjunction with water resources development.

Recommended plan of improvement.—Modification of the authorized project to provide for construction of a dam and reservoir with a capacity of 50,000 acre-feet on Dell Creek for flood control, water supply, recreation and fish and wildlife enhancement. The Little Dell project and the existing Mountain Dell reservoir are to be operated as a coordinated unit.

Estimated cost (price level of July 1966)

Federal.....	¹ \$22, 664, 000
Non-Federal.....	² 586, 000
Total	23, 250, 000

¹ Includes \$9,800,000 allocated to water supply and \$635,000 for recreation and fish and wildlife enhancement, to be reimbursed by local interests.

² Costs of lands allocated to flood control to be provided prior to construction.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$846, 000	\$20, 000	\$866, 000
Maintenance and operation.....	¹ 29, 000	143, 000	172, 000
Total.....	875, 000	163, 000	1, 038, 000

¹ Includes \$16,000 to be repaid by local interests for water supply.

Annual benefits:

Damages prevented.....	\$412, 000
Water supply.....	619, 000
Recreation	810, 000
Total	1, 841, 000

Benefit-cost ratio.—1.8.

Local cooperation.—Prior to construction local interests are to furnish assurances that they will obtain all water rights necessary for operation of the project in the interest of water supply; hold and save the United States free from water rights claims; repay all costs allocated to water supply in accordance with the provisions of the 1958 Water Supply Act, presently estimated at \$9,800,000 for construction and \$16,000 annually for operation and maintenance; maintain and operate the existing Mountain Dell Reservoir in accordance with flood control rules and regulations to be prescribed by the Secretary of the Army; in accordance with the Federal Water Project Recreation Act: administer project land and water areas for recreation and fish and wildlife, pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable cost allocated to recrea-

tion and fish and wildlife enhancement, an amount currently estimated at \$635,000, and bear all costs of operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities, the amount involved currently estimated at \$133,000 annually; adequately inform interests affected that the project does not provide protection against rainfloods below the dam and that the project-related diversion facilities do not provide protection against large floods on Emigration and Mill Creeks; contribute the cost of lands, easements, rights-of-way, and relocations allocated to flood control, an amount presently estimated at \$586,000 and bear all costs of operation, maintenance and replacements for flood control estimated at \$10,000 annually; and protect channels downstream from the reservoir from encroachment which would adversely affect reservoir operation. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior.—The Department believes water supply from Little Dell will not be needed until 1990 instead of between 1971 and 1980. Recommends that the Bureau of Reclamation be assigned responsibility for coordination of project operations and marketing of water. In reply, the Chief of Engineers indicated that the water demand and benefits are based on data furnished by the metropolitan water district, the local sponsor, which has furnished assurances to repay the water supply cost.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

Federal Power Commission: Favorable.

State of Utah.—The State recommends that authorization and construction be completed as quickly as possible. The State further recommends that the cost allocation and related analyses be modified to reflect the planned recreational use and that reconsideration be given to the local requirements for the flood control aspects. In reply, the Chief of Engineers indicated that he was revising his report to reflect the increased recreational use. With respect to the local requirements for flood control, he concluded that this is consistent with present policy.

Comments of the Bureau of the Budget.—No objection.

Remarks.—Damaging flood occur in the spring from snowmelt runoff. The flood of 1952 inundated a highly developed area in Salt Lake City for 30 days, causing damages estimated at \$2,600,000. Substantial flood damage would be prevented by construction of the project. The project also would provide an urgently needed water supply for municipal and industrial use and would furnish excellent recreational facilities.

LOWER CHARLES RIVER, MASS.

(H. Doc.—, 90th Cong.)

Location.—The study area is that portion of the Charles River in metropolitan Boston, including Cambridge, Watertown, and Newton.

Authority.—House of Representatives Public Works Committee resolution adopted June 24, 1965.

Existing project.—The only existing Federal project is a 35-foot navigation channel between Charlestown Bridge and the main ship

channel in Boston Harbor, a distance of about 2,500 feet. A short distance above the channel lies the existing Charles River Dam, completed in 1910 by the Metropolitan District Commission to create a permanent basin, or pool, to eliminate tidal fluctuations and marshes and improve the landscape. The dam includes a navigation lock.

Problems.—The existing dam was designed to maintain a basin level of 2.52 feet below mean high tide, and the areas adjoining the perimeter of the basin have urbanized accordingly. Fresh water inflows are temporarily impounded during high tide cycles and sluiced during low tide cycles. The basin level can no longer be maintained at adequate elevations during flood periods because of urbanization and changed hydrologic runoff characteristics. During the flood of August 1955 the basin level rose about 4.5 feet above design elevation and remained near this level for about 4 days. Additionally, the existing lock is inadequate for recreational boat traffic.

Recommended plan of improvement.—The proposed plan consists of a multiple-purpose structure located at Warren Avenue a short distance downstream from the existing dam. It will maintain the existing basin, thus preventing tidal flooding, and will contain pumping facilities to resolve the basin river flooding problems, three new locks to accommodate current and prospective boat traffic, and a highway viaduct.

Estimated cost (January 1968 price level)

Federal	\$18, 620, 000
Non-Federal	7, 880, 000
Total	26. 500, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$662, 000	\$285, 000	\$947, 000
Operation, maintenance, and replacement		184, 000	184, 000
Total	662, 000	469, 000	1, 131, 000

Annual benefits:

Flood control	\$1, 660, 000
Navigation (recreation)	397, 000
Highway transportation	68, 000
Total	2, 125, 000

Benefit-cost ratio.—1.9.

Local cooperation.—

Flood control.—Provides all lands, easements, rights-of-way, alterations, and relocations; operate and maintain the completed works; and prevent encroachments which would decrease flood storage effectiveness. Allocated local costs are estimated at \$2,720,000 for first cost and \$70,100 for annual operation and maintenance.

Navigation.—Provide all lands, easements, rights-of-way, alterations, and relocations; bear half the cost of the structural features, expressed as a percentage of all construction costs; operate and maintain the completed works; continue to operate and maintain public

use, access, and landing facilities for recreational boats, open to all on equal terms; and regulate the use, growth, and development of navigation and facilities therefor in the basin, open to all on equal terms. Allocated local costs are estimated at \$3,550,000 for first cost and \$108,600 for annual operation and maintenance.

Highway transportation.—Provide all lands, easements, rights-of-way, alterations, and relocations; bear all the cost of the structural features, expressed as a percentage of all construction costs; and operate and maintain the completed works. Allocated local costs are estimated at \$1,610,000 for first cost and \$5,300 for annual operation and maintenance.

Other.—Hold and save the United States free from damages due to the construction works or changes to water rights; provide public access to the new basin area between the new and existing dams, open to all on equal terms; establish regulations prohibiting the discharge of pollutants into the basin by users thereof; preserve present openings through the existing dam to assure continued water flow and boat passage; and furnish to the United States without cost all available engineering data and plans prepared for the Metropolitan District Commission for the proposed dam.

Local interests have indicated their willingness to meet the requirements of local cooperation.

Remarks.—The project would prevent flooding in the urban areas along the impoundment of the Charles River basin, particularly in Boston and Cambridge. It would also provide needed locks to accommodate current and prospective boat traffic, and a viaduct for north-south highway traffic.

MAD RIVER, CALIF.

(H. Doc. —, 90th Cong.)

Location.—The Mad River drains an area of about 495 square miles in northern California and flows northwesterly to its outlet into the Pacific Ocean about 290 miles north of San Francisco.

Authority.—Resolution of the House Public Works Committee, adopted June 13, 1956, and the Flood Control Act of 1962.

Existing project.—The Corps of Engineers constructed a levee 8,000 feet long on the North Fork at Blue Lake in 1963. Federal funds in the amount of \$916,000 were spent on emergency repairs, restoration of flood control works, channel clearing and debris removal following the floods of 1955 and 1964. The city of Eureka constructed Sweasey Dam with 1,530 acre-feet of storage for water in 1939 which is now silted up. In 1962, the Humboldt Bay Municipal Water District constructed Ruth Dam with 51,800 acre-feet of storage for water supply.

Flood problem.—The Mad River Basin is subject to severe winter storms which cause flooding to agricultural, industrial, and urban areas in the lower reaches of the river. Damages result from inundation, bank erosion and deposition of debris and silt. The damages of the time of occurrence of the two largest floods of record, 1955 and 1964, are estimated to be \$1,600,000 and \$5,300,000, respectively. There is a continuing need for additional supplies of water principally for municipal and industrial uses in the area.

Recommended plan of improvement.—Construction of a multiple-purpose dam and reservoir on the Mad River at the Butler Valley site for flood control, water supply, and recreation.

Estimated costs (price level of June 1967)

Federal	¹ \$38, 600, 000
Non-Federal	0
Total	38, 600, 000

¹ Includes \$16,000,000 allocated to water supply and \$3,000,000 for recreation to be reimbursed by local interests.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$1, 340, 000	0	\$1, 340, 000
Maintenance and operation.....	¹ 200, 000	² \$140, 000	340, 000
Total.....	1, 540, 000	140, 000	1, 680, 000

¹ Includes \$120,000 to be repaid by local interests for water supply.

² For recreation facilities which would be a non-Federal responsibility.

Annual benefits:	
Damages prevented	\$432, 000
Increased land use.....	118, 000
Water supply	930, 000
Recreation	1, 330, 000
Total	2, 810, 000

Benefit-cost ratio.—1.7.

Local cooperation.—Prior to construction, local interests are to furnish assurances that they will adjust all claims concerning water rights; prevent encroachment in the channel; repay all costs allocated to water supply in accordance with the provisions of the Water Supply Act of 1958, presently estimated at \$16 million for construction and \$120,000 annually for operation and maintenance; and, in accordance with the Federal Water Project Recreation Act of 1965, repay one-half the separable cost of recreation tentatively estimated at \$3 million, and operate and maintain the recreation facilities at an estimated cost of \$140,000 annually. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—This project would provide flood control and water supply in a area periodically plagued by major floods where there are growing needs for additional supplies of water for municipal and industrial uses. This project will be an important element in the overall development of the water resources of the Mad River Basin.

MARTIN COUNTY, FLA.

(S. Doc. —, 90th Cong.)

Location.—Martin County in the southern part of Florida is an Atlantic coastal county lying east of Lake Okeechobee and about 20 miles north of Palm Beach.

Authority.—Senate Public Works Committee resolution adopted July 22, 1950.

Existing project.—The central and southern Florida project authorized by the Flood Control Acts of 1948, 1954, 1958, 1960, 1962, and 1965 and now under construction includes the following features related to the recommended plan: St. Lucie Canal and St. Lucie lock and dam, improvements in the northeast shore area of Lake Okeechobee, the levee 8 area, the canal 18 area, and the St. Lucie County canals.

Problems.—Most of Martin County is subject to periodic flooding because it lacks adequate drainage and control works to remove floodwaters from even a moderate storm. Large areas are planted to citrus, and truck farming and dairy pastures are important uses. Irrigation water is needed in drought periods.

Recommended plan of improvement.—Provision of gravity drainage in the area by a system of canals and control structures for distribution of available water supplies to portions of Martin and St. Lucie Counties. The system would be connected with the overall central and southern Florida project with provision for pumping excess waters into Lake Okeechobee and supply of water from the lake in dry periods. Irrigation features would be deferred until modifications recommended in the report on water resources for central and southern Florida are authorized and the Chief of Engineers is assured that adequate water is available.

Estimated cost (price level of September 1966)

Federal	\$8, 072, 000
Non-Federal	7, 399, 000
Total	15, 471, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest amortization.....	\$329, 000	\$301, 100	\$630, 100
Maintenance and operations.....		213, 900	213, 900
Subtotal.....	329, 000	515, 000	844, 000
Associated costs.....		52, 400	52, 400
Land productivity loss.....			39, 200
Total.....			935, 600

Annual benefits:	
Flood damages prevented.....	\$720, 000
Increased land use.....	4, 747, 900
Irrigation	8, 799, 000
Recreation	13, 000
Total	14, 279, 900

Benefit-cost ratio.—15.3.

Local cooperation.—Local interests shall: make cash contributions—in varying percentages—toward the total of the contract price plus supervision and administration thereof for all items of work to be provided by the Corps of Engineers. The amounts, stated in terms of percentages of contract price plus supervision and administration, are: Flood control features, 34; irrigation features, 49; and recreation features, 42. The amount of the local cash contribution for the overall plan is now estimated at \$5,266,000 (in addition to costs allocated from overall system): this amount would be paid in a lump sum prior to start of construction or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of costs to be made after the actual costs have been determined; with appropriate jurisdiction, construct and thereafter maintain such lateral drainage facilities as are necessary to realize the benefits made available by these improvements; and furnish assurances satisfactory to the Secretary of the Army that they will: provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project works, when and as required; assume the costs of construction of all new highway bridges and relocations of existing highway bridges and alterations to miscellaneous utilities and other existing improvements (except railroad facilities) incident to construction of the project; hold and save the United States free from damages due to the construction works; prohibit encroachment on the flood-carrying capacity of the improved channels; and operate and maintain the pumping station, improved channels, and appurtenant works, and recreation facilities after completion in accordance with regulations approved by the Secretary of the Army. Based on cooperation received in the past on the authorized project works and recent coordination the flood control district's cooperation seems assured.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Florida: Favorable.

Remarks.—This project would provide flood control and water supply in an area subject to both needs. It is important to the economy of the Martin County area, and will provide benefits far in excess of its costs.

MISSISSIPPI RIVER FROM CASSVILLE, WIS., TO MILE 300

(H. Doc. 348, 90th Cong.)

Location.—The project is located at Clinton and Bettendorf, Iowa and Fulton, East Moline, and Milan, Ill., on the upper Mississippi River between Cassville, Wis., above mile 600, and mile 300.

Authority.—Two resolutions by the House Committee on Flood Control adopted September 18, 1944, and a resolution by the Senate Public Works Committee adopted June 23, 1965.

Existing project.—Numerous local levee, floodwall and interior drainage construction and improvement projects have been constructed.

Flood problem.—Flooding has been relatively frequent; recent major floods occurred in 1951, 1952, and 1965 and caused significant monetary losses, disruption of normal business and transportation activity, and temporary evacuation of a large number of residences. The 1965 flood caused an estimated \$11,389,200 damages within the flood plains to be protected.

Recommended plan of improvement.—Construction of levees and floodwalls, improvement of levees, and construction of appurtenant flood control structures at Clinton and Bettendorf, Iowa, and Fulton, East Moline, and Milan, Ill.

ESTIMATED COST (JANUARY 1967 PRICE LEVELS)

	Clinton, Iowa	Fulton, Ill.	Bettendorf, Iowa	East Moline, Ill.	Milan, Ill.
Federal.....	\$9,200,000	\$4,470,000	\$2,150,000	\$4,270,000	\$1,210,000
Non-Federal.....	1,410,000	650,000	185,000	250,000	275,000
Total.....	10,610,000	5,120,000	2,335,000	4,520,000	1,485,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest, and amortization:			
Clinton.....	\$326,891	\$50,100	\$376,991
Fulton.....	156,365	22,738	179,103
Bettendorf.....	75,209	6,472	81,681
East Moline.....	149,369	8,745	158,114
Milan.....	42,327	9,620	51,947
Total.....	750,161	97,675	847,836
Maintenance, operation, replacements:			
Clinton.....		37,015	37,015
Fulton.....		15,446	15,446
Bettendorf.....		19,918	19,918
East Moline.....		121,376	121,376
Milan.....		9,687	9,687
Total.....		203,442	203,442
Loss of productivity:			
Clinton.....		14,350	14,350
Fulton.....		8,225	2,225
Bettendorf.....		2,520	2,520
East Moline.....		4,060	4,060
Milan.....		4,218	4,218
Total.....		33,373	33,373
Grand total.....	750,161	334,490	1,084,651

Annual benefits : Damages prevented (1966 prices) :

Clinton.....	\$1,217,500
Fulton.....	220,600
Bettendorf.....	218,500
East Moline.....	399,300
Milan.....	124,600
Total.....	2,180,500

Benefit-cost ratio :

Clinton.....	2.8
Fulton.....	1.1
Bettendorf.....	2.1
East Moline.....	1.4
Milan.....	1.9

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way; hold and save the United States free from damages due to construction; maintain and operate all works after completion; modify or relocate buildings, utilities, sewers, and other facilities except railroad bridges and approaches thereto, including necessary widening of levees to provide for roadways; obtain legal control over pertinent pondage areas and prevent encroachment until substitute areas or increased pumping capacity have been provided. Clinton would be required to provide cost of embankment, including cost of payment and curbing to raise and extend Riverview Drive between Sixth Avenue South and Ninth Avenue North. Bettendorf would be required to bear the cost of relocating about 1,400 feet of gravel-surfaced road, certain sewerlines, chain-link fencing on the existing levee, a priority crane, and shelter buildings at river oil terminals. Local interests have expressed a willingness to provide the necessary items of local cooperation.

— *Comments of the State and Federal agencies:*

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of HEW: Favorable.

Department of Transportation: Favorable.

State of Illinois: Favorable.

State of Iowa: Favorable.

Comments of the Bureau of the Budget: No objection.

Remarks.—The proposed improvement will protect against relatively frequent flooding at the towns of Clinton and Bettendorf, Iowa, and Fulton, East Moline, and Milan, Ill., along the Upper Mississippi.

MISSOURI RIVER EMERGENCY BANK STABILIZATION

In the 1963 monetary authorization bill, language was included authorizing the Chief of Engineers to perform certain emergency bank protection work below Garrison Dam, N. Dak., with a cost limitation of \$3 million.

This work was needed because it was claimed that releases from Garrison Reservoir were degrading and eroding the riverbanks. Congressional action was necessary because the Corps of Engineers indicated it was without authority to perform the necessary work.

In accordance with the 1963 directive of Congress, the corps performed work at five locations, three of which have been completed, and two are underway. The corps and the Bureau of the Budget are not opposed to completing work on the two remaining sites at an additional cost of \$2 million, provided local interests maintain the work after completion.

During consideration of this bill, testimony was received, from local interests indicating that they desired emergency work at localities other than those at which work was being undertaken by the Corps of Engineers.

These areas are located at Bismarck-Mandan and Stanton, N. Dak. The Corps of Engineers has informed the committee that it would require an additional amount of \$1,670,000 to perform emergency work at Bismarck-Mandan, and an amount of \$370,000 to take care of emergency work at Stanton. These amounts, when added to the

\$2 million needed for work already underway, brings the total required authorization for the work below Garrison Dam to \$4,040,000. In view of the severe damages that are occurring along the Missouri River below Garrison Dam, which are possibly attributable to the operation of a Federal water resource development project, the committee has seen fit to amend the act of 1963 to increase the authorization available for such remedial works.

NAVASOTA RIVER WATERSHED, TEXAS

(H. Doc. 341, 90th Cong.)

Location.—The Navasota watershed is in the east-central part of Texas. Its length is about 122 miles, maximum width about 35 miles. The drainage area is 2,211 square miles.

Authority.—House Committee on Public Works resolution adopted July 1, 1958.

Existing project.—Ferguson Dam and Reservoir on the Navasota River (river mile 36.5) was authorized in 1954 as a unit of a plan of improvement for the lower Brazos River Basin for flood control, water conservation, and allied purposes. The principal non-Federal developments in the Navasota watershed are Lake Mexia, Lake Springfield, and Camp Creek Lake. Numerous other small reservoirs have been constructed by local interests for recreation and various water supply purposes.

Flood problem.—Floods occur on the Navasota River at any time of the year. The predominant flood problem resulting from these flood-flows is the 236-mile downstream reach of the Brazos River. This affected area consists of about 614,400 acres of which 262,200 are improved agricultural lands, 350,700 are unimproved grazing lands, and 1,500 are in several communities along the reach.

Recommended plan of improvement.—The plan of improvement would provide for two-stage development on the Navasota River, consisting of a dam and reservoir at the Millican site (river mile 24.1) as the initial unit and another dam and reservoir at the Navasota No. 2 site (river mile 83.4) as a future unit to provide for flood control, water supply, and recreation and fish and wildlife enhancement in lieu of the authorized Ferguson Dam and Reservoir. The second unit, Navasota No. 2 would be completed when needed for water supply, about year 2010.

Estimated cost (price level of January 1965)

All Federal:	
Millican -----	\$58, 620, 000
Navasota No. 2 -----	61, 087, 000
Total -----	¹ 119, 707, 000

¹ Includes \$65,987,200 allocated to water supply and \$4,305,000 allocated to recreation and fish and wildlife to be repaid by local interests.

PROJECT ECONOMICS

	Millican	Navasota No. 2	Total
Annual charges:			
Interest and amortization.....	\$2, 118, 500	\$2, 226, 500	\$4, 345, 000
Maintenance and operation.....	286, 000	257, 700	1 543, 700
Total.....	2, 404, 500	2, 484, 200	4, 888, 700
Annual benefits:			
Damages prevented.....	3, 111, 500	156, 700	3, 268, 200
Water supply.....	1, 320, 000	1, 908, 400	3, 228, 400
Recreation.....	2, 255, 800	1, 610, 900	3, 866, 700
Total.....	6, 687, 300	3, 676, 000	10, 363, 300

¹ Includes \$105,100 allocated to water supply and \$314,700 for recreation, both a non-Federal responsibility.

Benefit-cost ratio.—Millican, 2.8; Navasota No. 2, 1.5; total, 2.1.

Local cooperation.—Reimburse costs allocated to water supply storage, estimated at \$65,987,200 for construction and \$105,100 annually for operation, maintenance and replacements; obtain all water rights necessary for operation of the project in the interest of water supply; hold and save free from damages due to water-rights claims; and administer project land and water areas for recreation and fish and wildlife enhancement; repay one-half the separable cost allocated to recreation and fish and wildlife enhancement estimated at \$4,305,000, and operation, maintenance, and replacement of recreation and fish and wildlife lands and facilities estimated at \$314,700. Local interests have indicated willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: The Department noted that the corps had not relied upon the Fish and Wildlife Service's estimate of fishing and hunting benefits but had prepared an independent estimate. As a result of further coordination with the Bureau of Sports Fisheries and Wildlife concerning fishing and wildlife matters, the Chief of Engineers has reevaluated the general recreation and the fish and wildlife recreation benefits attributable to the recommended plan. However, adoption of these revised annual benefits does not significantly affect the evaluation of the recommended plan.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—The Bureau notes that the Chief of Engineers recommends immediate authorization of the Millican and Navasota No. 2 Reservoirs although the latter is not required until about the year 2010. The Bureau states that although there is no objection to early authorization of the Navasota No. 2 project, it recommends that a restudy be completed and approved by the President prior to construction of the project. The Bureau suggests the following amendment to legislation for this project:

Provided, That construction of the Navasota No. 2 Reservoir shall not be initiated until the President has approved a report prepared by the Secretary of the Army reexamining the basis on which the project was formulated.

Subject to consideration of its views, the Bureau of the Budget has no objection to submission of the report.

Remarks.—The project as recommended is essential to the continued economic development of the basin and it is noted that each of the two reservoirs in the system would be incrementally and independently justified. In view of this, and in consideration of other factors, the committee feels that the Navasota No. 2 Reservoir should be constructed first rather than last. This would lower the estimated Federal cost for the first increment of the project.

NISHNABOTNA RIVER AND TRIBUTARIES AT EXIRA, IOWA

(H. Doc. 142, 90th Cong.)

Location.—The Nishnabotna River is a left-bank tributary of the Missouri River located principally in southwestern Iowa. Davids Creek is a headwater tributary that rises about 15 miles northeast of Exira and flows southeasterly through the town and joins the East Nishnabotna River about 1 mile downstream.

Authority.—Resolution of the House Flood Control Committee adopted June 21, 1944.

Existing project.—There are no existing or authorized Federal flood control projects in or near Exira.

Flood problem.—Exira is subject to flooding from flows on Davids Creek that exceed the present bankful capacity as a result of storms with high intensity rainfall. The maximum flood of record, July 1 and 2, 1958, inundated about 340 acres in Exira, causing the loss of nine lives and damages estimated at \$650,000 as well as causing the loss of life and high damages in other portions of the East Nishnabotna Basin.

Recommended plan of improvement.—Construction of an earthfill dam on Davids Creek about one-half mile upstream from Exira having a height of 62 feet above the valley floor and a crest length of 1,800 feet. The reservoir formed by the dam would provide 60,000 acre-feet of storage, including 21,100 acre-feet for flood control, 4,400 acre-feet for recreational purposes, 4,100 acre-feet for sediment storage, and 30,400 acre-feet for surcharge storage.

Estimated cost (price level of 1964)

Federal	\$2, 040, 000
Non-Federal	(¹)
Total	2, 040, 000

¹Non-Federal interests to reimburse \$160,500 for recreation and fish and wildlife enhancement.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$79, 900		\$79, 900
Maintenance and operation.....	3, 000	\$12, 700	15, 700
Total.....	82, 900	12, 700	95, 600

Annual benefits:

Flood damages prevented-----	\$2,700
Damages to future developments-----	1,300
Recreation -----	8,400
Wildlife enhancement-----	,300
Total-----	12,700

Benefit-cost ratio.—1.4.

Local cooperation.—Bear first and annual costs associated with recreation and fish and wildlife enhancement in accordance with law, presently estimated at \$160,500 and \$12,700, respectively; hold and save the United States free from damages; obtain water right for storage and resolve any conflicts in water rights; inform affected interests that project will not eliminate flooding from the East Nishnabotna River. Local interests have indicated their willingness to meet these requirements.

Comments of State and Federal agencies.—

Department of Agriculture: Favorable.

Federal Water Pollution Control Administration: Favorable.

Department of Commerce: Favorable.

State of Iowa: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—A severe flood hazard exists at Exira and in the East Nishnabotna Basin. The record flood which occurred in 1958, caused about \$650,000 in damages and the loss of nine lives in Exira. The project is urgently needed to prevent a recurrence of such devastation.

NORWALK RIVER BASIN, CONN. AND N.Y.

(S. Doc. 51, 90th Cong.)

Location.—Norwalk River is a tributary to Long Island Sound and lies mainly in southwestern Connecticut and partially in southeastern New York.

Authority.—Resolution adopted by the Senate Public Works Committee on September 14, 1955.

Existing project.—The existing Corps of Engineers flood control project on Norwalk River consists of 1,700 feet of channel improvement below the Merritt Parkway in Norwalk. The Soil Conservation Service of the Department of Agriculture has an authorized watershed work plan for the upper basin including five small reservoirs, land treatment measures, and about 2 miles of channel improvement in Wilton.

Flood problem.—Upon completion of the authorized watershed work plan, a serious flood problem will still exist downstream below the center of Wilton and in Norwalk. Major floods are usually

the result of intense rainfall and inadequate channel capacities. A recurrence of the record flood would now cause damages estimated at \$7,800,000.

Recommended plan of improvement.—The project consists of about 10,000 feet of channel improvement through Wilton and Norwalk, together with dikes, floodwalls and an interior drainage system. Four bridges crossing the river would be modified.

Estimated cost (1966 price level)

Federal	\$2, 700, 000
Non-Federal	1, 600, 000
Total	4, 300, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$88, 500	\$52, 500	\$141, 000
Maintenance and operation	0	4, 000	4, 000
Total	88, 500	56, 500	145, 000

Annual benefits: Damages prevented..... \$193, 200

Benefit-cost ratio.—1.3.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save the United States free from damages; maintain and operate all works in accordance with regulations by the Secretary of the Army; accomplish all necessary relocations; and, prevent encroachments on the improved channels. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

State of Connecticut: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of Army in his letter of January 6, 1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The project will protect highly developed urban and industrial lands in Norwalk and Welton, Conn., which would be subjected to an estimated \$8 million in damages with a recurrence of the largest past flood.

PAPILLION CREEK AND TRIBUTARIES, NEBRASKA

(H. Doc. 349, 90th Cong.)

Location.—Papillion Creek and tributaries are located in the eastern portion of the State of Nebraska. The basin drains an area of 402 square miles including in the Metropolitan Omaha area.

Authority.—Resolutions of the Senate and House Public Works Committees adopted June 22, and September 3, 1964, respectively.

Existing project.—A Federal channel clearing and snagging project along the lower reaches of Papillion Creek was completed in 1966. A Federal channel improvement on the Little Papillion Creek within the city of Omaha, authorized by Flood Control Act of 1960, is scheduled for completion in 1968. The Missouri River agriculture levee unit No. R-613, which will tie back along Papillion Creek and provide protection from high Missouri River stages, is in design stage.

Flood problem.—The predominant cause of floods in the basin is runoff from high-intensity thunderstorms which produce sudden floods and extensive damage, particularly in the urban portions of the lower basin. During the 1964 flood, seven persons lost their lives by drowning. The extent of flood damages and the potential threat to life can be expected to become progressively more severe as urbanization of the area increases. Water-based recreational opportunities are presently inadequate and water quality control is needed to insure against further deterioration of stream quality.

Recommended plan of improvement.—Construction of a multiple-purpose system of 21 rolled, earth-fill dams and reservoirs for flood control, recreation, fish and wildlife enhancement, and water quality control. Each component reservoir of the system provides storage capacity for flood control and recreation purposes and eight of the larger reservoirs provide additional storage for water quality control. Individual dams control drainage areas ranging in size from 2 to 33 square miles, vary in embankment heights from 40 to 74 feet, and provide a total of 4,434 acres of stable water surface area for varied recreational use.

*Estimated cost (price level of 1967)*Federal ----- ¹ \$26, 800, 000

¹ Includes non-Federal reimbursements of \$1,866,000 for recreation and fish and wildlife enhancement.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$964, 300	-----	\$964, 300
Operation, maintenance, and replacement.....	92, 000	\$226, 300	358, 300
Total.....	1, 056, 300	266, 300	1, 322, 600

Annual benefits :

Flood control-----	\$1, 606, 000
Water quality control-----	10, 700
Recreation -----	630, 500
Fish and wildlife enhancement-----	359, 600

Total ----- 2, 606, 800

Benefit-cost ratio.—2.

Local cooperation.—

Flood control and water quality control: Maintain existing channels to keep them free from obstructions downstream from the damsites; insure that all new bridge construction or future modification of existing bridges shall have adequate hydraulic capacity; provide guidance and leadership in preventing unwise and uneconomical future development of the flood plain; exercise, to the full extent of their legal capability, control against removal of streamflow made available for water quality control; and indemnify the United States against water rights claims.

Recreation: Administer project lands and water areas; repay one-half of the separable first costs allocated to recreation and fish and wildlife enhancement estimated at \$1,866,000; and operate, maintain, and replace lands and facilities for recreation and fish and wildlife enhancement estimated at \$266,300 annually.

Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Nebraska: Favorable.

Comments of the Bureau of the Budget.—The Bureau of the Budget notes that seven of the 21 reservoirs proposed currently show construction costs for recreation to be in excess of remaining reservoir costs, which is inconsistent with the Federal Water Project Recreation Act. The Bureau also notes that three of the reservoirs currently show costs higher than benefits. The Bureau believes that the significance of these three reservoirs in the prevention of hazard to life has not been demonstrated. Therefore, the Bureau recommends against authorization of these three reservoirs. Further, the Bureau states that nonstructural alternative measures to reduce flood damage become especially important when structural measures are not economically justified, and that the corps should determine if the size and scope of the proposed plan should be modified to achieve the most practicable balance between structural works, flood plain regulation, and a broad flood plain management program. The Bureau of the Budget recommends that the following language be included in the proposed river and harbors and flood control bill with respect to this project:

Provided, That prior to initiation of construction the Department of the Army will prepare an analysis of benefits and costs of the individual reservoirs to assure that each reservoir is economically justified, including such reformulation as may be necessary to comply with the Federal Water Project Recreation Act. Subject to consideration of the above, the Bureau advises there would

be no objection to the submission of the proposed report to the Congress.

Remarks.—The proposed multiple-purpose system of reservoirs will preclude the continued threat to life and high monetary losses now due to a lack of adequate protection in the Omaha area. Recent extensive development necessitates flood control works in addition to those previously authorized.

PARK RIVER BASIN, CONN.

(S. Doc. 43, 90th Cong.)

Location.—The Park River is formed by the confluence of the north and south branches of the Park River in the west-central portion of the City of Hartford, Conn.

Authority.—Resolution adopted by the Senate Public Works Committee on October 16, 1961.

Existing project.—The existing Corps of Engineers project consists of 4,000 feet of concrete wall, 3,500 feet of dikes, five stoplog structures, three pressure conduits, five pumping stations, and appurtenant drainage facilities. Work by the Soil Conservation Service, U.S. Department of Agriculture, includes eight floodwater-retarding structures and 9.2 miles of channel improvement in the south branch. Local interests have enclosed about 7,200 feet of Cemetery Brook in a conduit and have improved about 3,700 feet of channel on Trout Brook.

Flood problem.—The Park River Basin is susceptible to destructive flooding from heavy rainfall or a combination of heavy rainfall and melting snow. It is estimated that a recurrence of the record flood of August 1955 would cause losses estimated at \$6,750,000 under current conditions.

Recommended plan of improvement.—Consists of construction of four sections of conduit, concrete headwalls at the entrance of the north branch conduit extension, an auxiliary conduit from the junction structure to the Connecticut River, and a pumping station near Riverside Street.

Estimated cost (price level of December 1965)

Federal	\$30,300,000
Non-Federal	800,000
Total	31,100,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$1,037,000	\$28,000	\$1,065,000
Maintenance and operation	0	65,000	65,000
Total	1,037,000	93,000	1,130,000

Annual benefits:		
Damages prevented	\$1,298,000	
Reduction in maintenance of bridges	10,000	
Parking benefits	112,000	
Total	1,420,000	

Benefit-cost ratio.—1.3.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way necessary for construction and operation of the works, including lands for pumping stations and spoil disposal areas; hold and save the United States free from damages due to the construction works; maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; upon completion of the conduit construction, replace pavements, sidewalks, drainage, and other appurtenances at Broad Street, Flower Street, and Laurel Street, and bear the cost of removal, replacement, and modification to sewers, drains, utilities, or highways beyond the area required for excavation and construction of the projects; prevent changes in the headpool ponding areas which would decrease the effectiveness of the improvements and if ponding areas and capacities are impaired, promptly substitute equivalent storage capacity; and undertake all practicable measures to control pollution from entering the Park River conduit system. Local interests have expressed a willingness to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Connecticut: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—The Secretary notes that the report indicates that modification of the existing project is required because of residential, commercial, and industrial buildup which has occurred since the existing project was constructed. The Corps of Engineers will cooperate with other Federal agencies, in compliance with Executive Order No. 11296, to assist non-Federal agencies in avoiding uneconomic, hazardous, or unnecessary further development of the flood plain which would create a demand for further modification of the project.

Remarks.—The project will provide urgently needed flood protection to downtown areas of Hartford, Conn., and prevent average annual flood damages of about \$1,400,000.

PASCAGOULA RIVER COMPREHENSIVE STUDY—INTERIM REPORT ON TALLAHALA RESERVOIR, MISS.

(H. Doc. 143, 90th Cong.)

Location.—Tallahala Creek, in the Pascagoula River Basin, drains 649 square miles in parts of Jasper, Jones, Forrest, and Perry Counties in Mississippi. The Tallahala Dam site is located on the creek in Jasper County 82 stream-miles above the mouth.

Authority.—Two Senate Public Works Committee resolutions, both adopted March 14, 1961; House Public Works Committee resolutions adopted June 7 and August 15, 1961.

Existing project.—The only completed Corps of Engineers flood control project in the Pascagoula River Basin is a channel improvement project on Sowashee Creek at Meridian, Miss. A reservoir is under construction on Okatibbee Creek near Meridian for flood control, recreation, water supply, and water quality control.

Flood problem.—A critical flood problem exists along Tallahala Creek in the rural areas and at Laurel, Miss.

Recommended plan of improvement.—Multiple-purpose dam and reservoir project on Tallahala Creek, 82.1 miles above the mouth, for flood control, water supply, water quality control, and general recreation and fish and wildlife enhancement.

Estimated cost (price level of 1965)

Federal.....	¹ \$16, 360, 000
Non-Federal.....	(¹)
Total.....	16, 360, 000

¹ Non-Federal interests to bear $\frac{1}{2}$ the separable cost allocated to recreation and fish and wildlife enhancement, currently estimated at \$1,830,000, and pay the cost of water supply, currently established at \$1,435,000.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$432, 000	\$90, 000	\$522, 000
Maintenance and operation.....	66, 000	58, 000	124, 000
Total.....	498, 000	148, 000	646, 000
Annual benefits:			
Flood control.....			\$696, 000
Water quality control.....			244, 000
Water supply.....			168, 000
General recreation.....			503, 000
Fish and wildlife.....			93, 000
Area redevelopment.....			144, 000
Total.....			1, 848, 000

Benefit-cost ratio (including ARA benefits).—2.9.

Benefit-cost ratio (excluding ARA benefits).—2.6.

Local cooperation.—Administer project land and water areas for recreation and fish and wildlife enhancement as approved by the Secretary of the Army; pay one-half of separable first cost of project allocated to recreation and fish and wildlife enhancement (\$1,830,000); bear costs of operation, maintenance, and replacement of recreation and fish and wildlife areas and facilities (49,000); pay project cost allocated to water supply (\$1,435,000), and operation and maintenance costs thereof (\$9,000); obtain water rights needed for water and use water in a manner consistent with law; prevent encroachment and obstruction that would interfere with project; and comply with and enforce conditions relating to water quality control. Local interests have expressed willingness and ability to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Mississippi: Favorable.

Comments of the Bureau of the Budget: No objection.

Remarks.—The recommended project is needed to meet the water supply and recreational needs of the area and is compatible with the overall program for water resource development in the Pascagoula River Basin.

PECAN BAYOU, TEX.

(H. Doc. 350, 90th Cong.)

Location.—Pecan Bayou, with a drainage area of 2,200 square miles, is a tributary of the Colorado River near the center of Texas. Principal tributary streams are Jim Ned Creek, Hords Creek, Adams Branch, and Willis Creek.

Authority.—Resolution, Committee on Flood Control, House of Representatives, adopted October 8, 1945.

Existing project.—Lake Brownwood was constructed by local interests in 1932. Enlargement of the lake for flood control and additional conservation was authorized by the Flood Control Acts of 1941 and 1944. Channel improvements have been constructed on Willis and South Willis Creeks at the city of Brownwood. Hords Creek Dam upstream from Coleman was completed in 1948.

Flood problem.—The flood plains investigated are along Pecan Bayou and Jim Ned Creek, along the Lake Brownwood shoreline, along Adams Branch and Willis Creek at the city of Brownwood, and along about 80 miles of the Colorado River. The investigated flood plain segments involve a total stream distance of 243 miles and a total area of 71,537 acres. The average annual damages within the investigated flood plains are estimated at \$982,100. The dam at Lake Brownwood is considered inadequate and the spillway should be enlarged for safety reasons. There is a need for additional sources of water for municipal use and for quality control.

Recommended plan of improvement.—It is recommended that the plan for enlarging Lake Brownwood authorized by the Flood Control Acts of August 18, 1941, and December 22, 1944, be deauthorized and that a multiple-purpose plan of improvement for the Pecan Bayou watershed, Texas, be authorized to provide for construction of the following: Protective measures for Lake Brownwood Dam for purposes of flood control and water supply; channel improvements along Pecan Bayou in the vicinity of Brownwood, Tex.; Pecan Bayou Reservoir on Pecan Bayou upstream from existing Lake Brownwood for purposes of flood control, water supply, water quality control, and fish and wildlife and general recreation.

Estimated cost (1963 prices)

Federal.....	¹ \$24, 861, 000
Non-Federal.....	6, 682, 000
Total.....	31, 543, 000

¹ Non-Federal interests to reimburse the United States amounts currently estimated \$2,186,000 for water supply and \$1,172,500 for recreation and fish and wildlife.

Construction costs

Reconstructed Lake Brownwood.....	\$7, 300, 000
Pecan Bayou Reservoir.....	10, 520, 000
Pecan Bayou Channel.....	13, 723, 000
Total cost of project.....	31, 543, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$822,200	\$221,000	\$1,043,200
Maintenance and operation.....	70,500	151,500	222,000
Total.....	892,700	372,500	1,265,200

Annual benefits:			
Flood control.....			\$1,820,400
Water supply.....			386,300
Water quality control.....			29,400
Recreation and fish and wildlife.....			676,800
Total.....			2,912,900

Benefit-cost ratio.—2.3.

Local cooperation.—

Lake Brownwood Dam protective measures: Retain ownership, maintain the project, operate the flood control features, and bear all annual maintenance and operation costs, subject to reimbursement by the Federal Government for annual maintenance and operation costs allocated to flood control; hold and save the United States free from damages; reimburse that portion of the construction costs allocated to water supply. Toward this amount, local interests would be given credit for the estimated value of existing lands and easements, and usable appurtenances at Lake Brownwood.

Pecan Bayou Reservoir: Obtain all water rights necessary for operation of the project in the interests of water supply, including water quality control; repay the project costs allocated to water supply, exclusive of water quality control, presently estimated at \$2,186,000 for construction and \$19,500 for operation and maintenance; bear first and annual costs associated with recreation and fish and wildlife enhancement, such amounts currently estimated at \$1,172,500 and \$40,000, respectively.

Pecan Bayou Channel.—Provide all lands, easements, and rights-of-way; provide all relocations of buildings, utilities, bridges and roads, sewers, pipelines, channel dams, and other alterations of existing improvements; hold and save; maintain and operate; provide assurances that encroachments within the channels and rights-of-way will not be permitted; provide designated fill areas for the disposal of excess material from the channel excavation work, the areas to be within reasonable haul distance of the project (approximately 5 miles) or cost for excessive haul distance must be borne by local interests; agree to publicize flood plain information in the area concerned and to provide this information to zoning and other regulatory agencies and public information media for their guidance and appropriate action. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Commented concerning the methodology and evaluation of fish and wildlife benefits by the corps. The Chief of Engineers believes that the corps estimates, which are based upon experienced visitation at existing and

comparable projects in the geographical region, are conservative and the method of computing fish and wildlife benefits was intended to express the additional value associated with hunting and fishing activities that result from the project.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

Public Health Service: Favorable.

Federal Power Commission: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended work is a needed modification of a previously authorized project. The proposed plan is recommended for authorization to serve the needs of the area for flood control, water supply, water quality control, and fish and wildlife and general recreation. The project will preserve the integrity of the existing Lake Brownwood Dam.

RAPPAHANNOCK RIVER, SALEM CHURCH RESERVOIR, VA.

(S. Doc. 37, 90th Cong.)

Location.—In northeastern Virginia, 6 miles upstream from Fredericksburg.

Authority.—Senate Public Works Committee Resolution adopted June 30, 1955.

Existing project.—No flood control projects have been constructed by the Corps of Engineers in the Rappahannock River Basin. The Flood Control Act of 1946 authorized the Salem Church project for flood control and hydroelectrical power, with the power pool to be maintained at an elevation not to exceed 220 feet mean sea level.

Flood problem.—Large losses from flooding occur to residential, commercial, and industrial development in Fredericksburg and residential development in the community of Falmouth, Va. Gasoline fires resulting from spillage from bulk plants in Fredericksburg during the 1942 flood threatened life and property. There also is a need for water supply and water quality control.

Recommended plan of improvement.—Salem Church Dam and Reservoir on Rappahannock River, Va., for recreation, hydropower, water quality control, water supply, and flood control; Fredericksburg Dam and Reservoir for reregulation of power flows; and that following authorization of the project, detailed investigations and designs be made for the purpose of accurately defining the project lands required; that advance acquisition be made of such lands as may be required to preserve the site against incompatible developments and that the Chief of Engineers be authorized to participate in the construction or reconstruction of transportation and utility facilities in advance of project construction as required to preserve such areas from encroachment and avoid increased costs for relocations. Recommendation includes proviso that the sizing and responsibility for development, operation, maintenance, and replacement of the recreation features of the reservoir may be modified in accordance with the alternatives provided in the Federal Water Project Recreation Act dependent upon the intentions of non-Federal interests regarding participation

in the costs of those features at the time of construction and subsequent thereto, and that appropriate adjustments reflecting such modifications may be made in the allocation of costs to other project purposes.

Estimated cost (price level of October 1965)

Federal.....	¹ \$79, 500, 000
Non-Federal.....	
Total.....	79, 500, 000

¹ Non-Federal interests to reimburse the United States amounts currently estimated at \$5,800,000 for water supply and \$6,633,000 for recreation and fish and wildlife enhancement.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$2, 213, 000	\$339, 000	\$2, 552, 000
Maintenance and operation.....	406, 000	413, 000	819, 000
Subtotal.....	2, 619, 000	752, 000	3, 371, 000
Land productivity loss.....			93, 000
Total.....			3, 464, 000

Annual benefits	
Flood control.....	\$157, 000
Water supply.....	340, 000
Water quality control.....	2, 097, 000
Recreation and fish and wildlife enhancement.....	2, 990, 000
Hydropower.....	1, 706, 000
Total.....	7, 290, 000

Benefit-cost ratio.—2.1.

Local Cooperation.—Establish encroachment lines downstream of the dams to permit efficient reservoir operation; hold and save the United States free from damages due to water-rights claims resulting from construction and operation of the project; contribute to the control of pollution of the stream subject to low-flow augmentation by adequate treatment or other methods of controlling wastes at their source; exercise to the full extent of their legal capability, control against removal of stream flow made available for water quality control including salinity control; repay all costs allocated to municipal and industrial water supply, as determined by the Chief of Engineers, in accordance with the Water Supply Act of 1958, as amended, presently estimated at \$5,800,000 for construction and \$39,000 annually for operation, maintenance, and major replacements; in accordance with the Federal Water Project Recreation Act: (a) administer project land and water areas for recreation and fish and wildlife enhancement; (b) pay, contribute in kind, or repay (which may be through user fees) with interest, one-half of the separable construction cost of project allocated to recreation and fish and wildlife enhancement as determined by the Chief of Engineers and presently estimated at \$6,633,000, of which \$1,433,000 would be initial costs for lands and facilities and \$5,200,000 would be future costs for facilities; and (c) bear all costs of operation, maintenance, and replacement incurred therefor, as determined by the Chief of Engineers and presently

estimated at \$374,000 annually for both initial and future installations of facilities. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

State of Virginia: Favorable.

Comments of the Bureau of the Budget.—The Bureau has no objection to the submission of this report to the Congress but considers that the costs of salinity control should be allocated to the enhancement of commercial fisheries rather than to water quality control.

Comments of the Secretary of the Army.—The Secretary of the Army recognizes that water quality improvements will benefit commercial fisheries; however, he points out that these benefits are also considered to be general in nature and the allocation suggested by the Bureau of the Budget would have no significant effect on the cost sharing. He also recommends that pumped storage power facilities be included if found to be economically feasible during the planning process and such inclusion is approved by him.

Remarks.—This project will provide flood protection to the communities of Fredericksburg and Falmouth, Va., afford excellent water-based recreational opportunities for the general public, improve water quality in the river and estuary and markedly improve oyster production, meet the water supply needs of Fredericksburg and surrounding counties, and generate hydroelectric power.

ST. FRANCIS BASIN, ARK. AND MO.

(Local Cooperation Requirements)

(S. Doc. 11, 90th Cong.)

Location.—The St. Francis River Basin comprises an area of about 5,200 square miles in southeast Missouri and northeast Arkansas.

Authority.—Section 204 of the Flood Control Act of 1965 (Public Law 89-298).

Existing project.—The St. Francis Basin project, a part of the overall plan for flood control of the Mississippi River and tributaries, provides for a plan for flood control and drainage including Wappapello Reservoir, leveed floodways, channel improvements, and water control structures. The improvements authorized in the 1965 Flood Control Act consist of channel improvements.

Problem.—The purpose of this report is to review the requirements of local cooperation for the improvements in the St. Francis Basin authorized in the 1965 Flood Control Act with particular reference to Federal and non-Federal cost sharing. The local cooperation requirement for the improvements authorized prior to the 1965 Flood Control Act consists only of maintenance of levees. This local cooperation was authorized by the Flood Control Act of 1946. The cooperation for the improvements authorized by the 1965 Flood Control Act, subject to this review of the cost-sharing requirements, would require local

interests to provide lands, easements, and rights-of-way; hold and save the United States free from damages; maintain and operate the works after completion, and make all necessary relocations to highway bridges. This cooperation is in accordance with the recommendation of the Chief of Engineers in his report printed in House Document 308, 88th Congress, in 1964.

Recommendation of the Chief of Engineers.—The Chief of Engineers recommends that the local cooperation for the 1965 works conform to those of the previously authorized project under the Flood Control Act of 1946, which limits the local cooperation to maintenance of project levees. This recommendation is based on the high degree of local responsibility exercised in the St. Francis Basin in the past and the aspects of equity involved in a judgment on a matter of this nature.

Comments of the Bureau of the Budget.—The Bureau of the Budget comments as follows: "Your transmittal letter points out that an objective of the 1964 report was the establishment of cost-sharing policies in the lower Mississippi Valley consistent with those followed elsewhere in the United States. We are not aware of any reason for favored treatment of local interests in the St. Francis Basin or elsewhere in the lower Mississippi Valley relative to other regions of the United States. Hence, we believe that relieving local interests in the St. Francis Basin of costs which local interests bear in other regions of the country is inequitable and discriminatory.

"Accordingly, while there is no objection to the submission of the proposed report, we strongly favor the 1964 position of the Chief of Engineers in support of a uniform policy of local cost sharing, rather than the position reflected in the 1966 report."

Comments of the Secretary of the Army.—The Secretary of the Army in his letter transmitting the Chief of Engineers' report to Congress, comments: "In the course of considering the points made in the inclosed report, the Congress should note that the recommendation made therein is a reversal of a position taken by the Chief of Engineers in his 1964 report on the entire lower Mississippi Valley.

"The restudy which led to the 1964 report had as one of its goals the object of establishing cost-sharing policies which would be consistent among the several river basins forming the lower Mississippi Valley and with those followed elsewhere in the United States. The 1964 recommendation concerning cost sharing was consistent with that goal. The 1966 recommendation is inconsistent with it and, if approved by the Congress, will relieve local interests in this one river basin of a cost-sharing obligation uniformly imposed throughout the United States.

"The only reason cited for favored treatment of local interests in the St. Francis Basin is that this seems equitable in the light of very large local contributions to antiflood measures in the past. Over the 30 years beginning in 1936, local interests in the St. Francis have contributed about 48 percent of the total spent on flood protection, against a nationwide average of 25 percent. However, in the last 10 years, the St. Francis local effort has aggregated only 17 percent—or well below the national average. Congress must judge where the equities lie in this situation, but it is my view that the argument for rejecting the standard cost-sharing formula in the St. Francis Basin is not at all persuasive."

Estimated cost.—The first cost of the responsibilities with which this report is concerned is \$7,760,000, and the annual maintenance cost is \$84,000, based on 1965 prices.

Remarks.—The Chief of Engineers recommends the local co-operation for the project works authorized in 1965 be modified to conform to that of the project authorized by the 1946 Flood Control Act. In view of the very large local contribution for flood protection measures in the past, the committee considers this to be an appropriate adjustment.

SOUTH BRANCH WILD RICE RIVER, FELTON DITCH, MINN.

(H. Doc. 98, 90th Cong.)

Location.—The South Branch of the Wild Rice River and Felton Ditch are located in west-central Minnesota. These streams are tributaries of the Wild Rice River, an eastern tributary of the Red River of the North.

Authority.—Senate Public Works Committee resolution adopted June 15, 1950. House Public Works Committee resolutions adopted June 27 and July 19, 1950.

Existing project.—There are no Corps of Engineers flood control projects in the South Branch or Felton Ditch watersheds. The corps has constructed a channel improvement in the lower Wild Rice and Marsh Rivers, and done channel clearing on the lower Wild Rice River below the lower limit of the earlier improvement.

Flood problem.—Rapid runoff from the South Branch Wild Rice River and Felton Ditch Basins overflow the streambanks, causing extensive crop damage and related agricultural losses. Flood damages also occur to farm buildings, roads and bridges, and losses result from erosion, sedimentation, and weed infestation.

Recommended plan of improvement.—Snagging and clearing South Branch of Wild River between miles 17.2 and 14.5, enlarging the channel between mile 14.5 and the mouth; enlarging Felton Ditch between mile 17.7 and the mouth; together with drop structures, low dikes, and related work at certain locations.

Estimated cost (price level of February 1965)

Federal.....	\$1, 230, 000
Non-Federal.....	222, 000
Total.....	1, 452, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$49, 000	\$8, 800	\$57, 800
Maintenance and operation.....		5, 500	5, 500
Total.....	49, 000	14, 300	63, 300

Annual benefits: Damages prevented..... \$271, 500

Benefit-cost ratio.—4.3.

Local cooperation.—Provide all lands, easements, and rights-of-way; provide all necessary relocations and local betterments; hold and save the United States free from damages; maintain and operate project works; prevent encroachments on rights-of-way and improvements; organize properly constituted legal entity to cooperate with Federal Government; provide local cooperation and associated works necessary for full realization of benefits. Local interests have indicated their willingness to meet these requirements.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

State of Minnesota: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967 submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The project will protect about 120,000 acres of agricultural lands from frequent flooding and will prevent average annual damages of about \$640,000.

SOUTHWESTERN JEFFERSON COUNTY, KY.

(H. Doc. 340, 90th Cong.)

Location.—Southwestern Jefferson County is bordered by the Ohio River on the west and the Louisville metropolitan area on the north.

Authority.—Senate Public Works Committee resolution adopted May 18, 1964 and House Public Works Committee resolution adopted June 23, 1964.

Existing projects.—There are no existing flood control projects in the problem area.

Flood problems.—The major problem is caused by overflow from the Ohio River, which frequently inundates a very large area rapidly being developed for urban use. There are already about 40,000 residents in the flood plain, even though it is only 30-percent developed. A recurrence of the largest past flood, that of 1937, would now cause damages estimated at about \$51 million.

Recommended plan of improvement.—The plan consists of a long continuous earth levee with a short length of concrete floodwall running essentially along the left bank of the Ohio River together with associated interior drainage facilities and a small permanent impoundment for recreation and fishing.

Estimated cost (price level of 1966)

Federal.....	¹ \$19, 800, 000
Non-Federal.....	3, 400, 000
Total.....	23, 200, 000

¹ Includes \$3,400,000 reimbursement for local share of recreation and fish and wildlife enhancement costs.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$600, 000	\$175, 000	\$775, 000
Maintenance, operation, and replacement.....		285, 000	285, 000
Subtotal.....	600, 000	460, 000	1, 060, 000
Land productivity loss.....			39, 000
Total.....			1, 099, 000

Annual benefits:

Flood control.....	\$1, 543, 000
Recreation and F. & W.L. enhancement.....	600, 000
Total.....	2, 143, 000

Benefit-cost ratio.—1.9.

Local cooperation.—Provide without cost to the United States, except as otherwise provided herein, all lands, easements, and rights-of-way necessary for construction of the project, including sufficient interest to control developments in ponding areas that would be subject to significant damages when flooded; hold and save the United States free from damages due to the construction works; maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; provide without cost to the United States all relocations of buildings and utilities, highway bridges, sewers, related and special facilities and local betterments; prohibit encroachment on improved channels and ponding areas and, if ponding areas and capacities are impaired, substitute storage capacity or equivalent pumping capacity will be provided promptly without cost to the United States; hold and save the United States free from all water-rights claims which may result from construction and operation of the project; effect necessary and reasonable measures to prevent or control pollution to the extent that the recreational opportunities may be realized; administer project land and water areas for recreation and fish and wildlife enhancement; pay, contribute in kind, or repay (which may be through user fees) with interest, one-half the separable first cost of the project allocated to recreation and fish and wildlife enhancement, the amount involved being currently estimated at \$3,400,000 including \$630,000 for future recreation; bear all costs of operation, maintenance, and replacement of lands and facilities for recreation and fish and wildlife enhancement, an annual amount currently estimated at \$123,000 initially, and \$209,000 ultimately. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Department of Transportation: Favorable.

State of Kentucky: Favorable.

Comments of the Bureau of the Budget.—The Bureau has no objection to the submission of this report to the Congress and it concurs in the Secretary of the Army's recommendation that the project should be reviewed prior to construction to determine if the size and scope should be modified to achieve the most practicable balance between structural works and flood plain regulation and management.

Comments of the Secretary of the Army.—The Secretary of the Army recommends that the project, if authorized, be reviewed prior to construction to determine if the size and scope should be modified to achieve the most practicable balance between structural works and flood plain regulation and management.

Remarks.—The proposed works will provide protection from Ohio River overflow for an expanding metropolitan area.

STATE ROAD AND EBNER COULEES, Wis.

(H. Doc., --, 90th Cong.)

Location.—In the city of La Crosse and adjoining Shelby Township, west-central Wisconsin, with drainage into the Mississippi River.

Authority.—Resolution adopted by the House Public Works Committee on May 10, 1962.

Existing project.—There are no existing projects in either basin.

Flood problem.—Potentially serious flood problems have existed only during the last several years as a result of the recent suburban development. It is estimated that a 25-year discharge frequency flood would cause \$1,452,000 damages in 1970.

Recommended plan of improvement.—The project consists of about 3 miles of channel improvement and diversion works with associated structures, plus eight new street bridges, one new railroad bridge, and modifications to another railroad bridge.

Estimated cost (April 1966 price level)

Federal.....	\$6, 849, 000
Non-Federal.....	510, 000
Total.....	7, 359, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$287, 900	\$21, 500	\$309, 400
Maintenance and operation.....		5, 000	5, 000
Total.....	287, 900	26, 500	314, 400

Annual benefits:

Flood control	\$442, 900
Advance bridge replacement	2, 600
Total	445, 500

Benefit-cost ratio.—1.4.

Local cooperation.—Provide all lands, easements, and rights-of-way; hold and save the United States free from damages due to construction; maintain and operate all works; accomplish all necessary relocations and alterations; prevent encroachment on the improved channels and diversion works; and in the event of future developments in the marsh beyond the downstream terminus of the Ebner Coulee diversion works, maintain a sufficient outlet through that area; provide guidance in use of flood plain management techniques; and inform affected interests that complete flood protection will not be provided. Local interests are willing to provide the items of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Wisconsin: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The proposed works will provide protection for the expanding metropolitan area of La Crosse and vicinity where control is needed due to increasingly frequent flooding.

SWEETWATER RIVER, CALIF.

(H. Doc. 148, 90th Cong.)

Location.—The Sweetwater River Basin comprises 219 square miles in the coastal region of San Diego County in southern California. The principal developed area, the area under consideration, is approximately 6 miles southeast of the central business district of the city of San Diego.

Authority.—Flood Control Act of 1941.

Existing project.—There are no existing Federal improvements for flood control.

Flood problem.—Because of the scarcity of land, development has been taking place in the flood plain between National City and Chula Vista in the face of great potential flood damage.

Recommended plan of improvement.—Channel improvements and levees as part of a combined flood control and highway project with the improved channel flanked along much of its length by freeway lanes. The improved channel would extend upstream for approximately 3.4 miles between the cities of Chula Vista and National City.

Estimated cost (price level of June 1964)

Federal	\$4, 900, 000
Non-Federal	4, 300, 000
Total	9, 200, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$160,500	\$160,500	\$321,000
Maintenance and operation.....	0	30,000	30,000
Total.....	160,500	190,500	351,000

Annual benefits: Damages prevented..... \$838,000

Benefit-cost ratio.—2.4.

Local cooperation.—Provide lands, easements, and rights-of-way. Provide all necessary construction, modification, or relocation of highways, bridges, utilities, and drainage facilities. Maintain and operate the works after completion. Hold and save the United States free from damages. Adjust all water-rights claims. Prevent any obstruction or encroachment that would reduce the flood-carrying capacity of the improved channel. Local interests have indicated willingness to meet requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Agriculture: Favorable.

Department of Commerce: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of California: Favorable.

Comments of the Bureau of the Budget.—No objection.

Comments of the Secretary of the Army.—Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967 submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply. He states that, "In accordance with the President's instructions referred to in that letter we would consider this project as unauthorized unless it is included in an omnibus bill or the draft legislation transmitted by my letter is enacted."

Remarks.—The proposed works are part of a combined flood control and highway project, at a considerable saving to the Federal Government. The recommended improvements will provide protection to a rapidly urbanizing area.

TANANA RIVER AT FAIRBANKS, ALASKA

(S. Doc. 89, 90th Cong.)

Location.—The city of Fairbanks, located in central Alaska, is about 400 miles north-northeast of Anchorage. The city is located between the Tanana and Chena Rivers about 10 miles above their confluence. The drainage area of the Tanana and Chena Rivers above Fairbanks is about 20,000 square miles.

Authority.—Senate Committee on Public Works resolution adopted January 6, 1965.

Existing project.—The only flood control project constructed by the Federal Government is the existing 3-mile-long diversion dike across the upstream Chena Slough in the vicinity of Moose Creek Butte. The purpose of the project completed in 1945 by the Corps of Engi-

neers is to prevent Tanana River flows from diverting into the Chena River. The Flood Control Act of July 3, 1959, authorized construction of a dam on the Chena River to divert flood flows into the Tanana River, and 12 miles of levees and allied works at Fairbanks. Extensive development in the area of the diversion channel increased the project costs and the authorized project was considered no longer suitable.

Flood problem.—The major flood problem at Fairbanks results from overbank flooding of the Chena and Tanana Rivers. Flooding is caused by large snowmelt runoff during the spring breakup and in the summer by intense rainstorms.

Recommended plan of improvement.—The plan of improvement provides for a dam and reservoir on the main Chena River for flood control, recreation and fish and wildlife enhancement; a flood control dam and detention reservoir on the Little Chena River, and a levee system along the north bank of the Tanana River extending from Moose Creek Butte downstream to the mouth of the Chena River and thence 5 miles up the east bank of the Chena River. The levee work would incorporate and enlarge the existing Moose Creek levee.

Estimated cost (1967 price level)

Federal.....	\$111, 700, 000
Non-Federal.....	1, 300, 000
Total.....	113, 000, 000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$3, 891, 000	\$56, 000	\$3, 947, 000
Operation, maintenance, and replacement.....	261, 000	144, 000	405, 000
Total.....	4, 152, 000	200, 000	4, 352, 000

Annual benefits:	
Flood control.....	\$11, 555, 000
Recreation:	
General.....	250, 000
Fish and wildlife.....	34, 000
Total.....	11, 839, 000

Benefit-cost ratio.—2.7.

Local cooperation.—Provide all lands, easements and rights-of-way for construction of the levee and interior drainage works; hold the United States free from damages; maintain and operate the levee and interior drainage works after completion; accomplish without cost to the United States all necessary relocations of buildings, streets, and utilities; prevent encroachment on channels and ponding areas; provide guidance in the management of future development in the flood plain; administer project land and water areas for recreation and fish and wildlife enhancement; contribute one-half of the separable cost of the project allocated to recreation and fish and wildlife enhancement, a sum presently estimated to be \$735,000, and bear all costs for operation, maintenance and replacement of lands and facilities for these purposes. Local interests have indicated willingness to meet the requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Agriculture: Favorable.

State of Alaska: Favorable.

*Comments of the Bureau of the Budget.—*No objection.

Remarks.—The committee notes that the proposed improvements would protect the Fairbanks area and nearby Fort Wainwright which suffered damage estimated to be \$95 million in August 1967 by the largest recorded flood in the history of central Alaska. Ninety-five percent of the city of Fairbanks was flooded; the airbase was covered by water, and a large portion of the base's structures made inoperable. At the time this disaster struck, the committee immediately authorized a special on-site investigation. Investigation showed that prompt flood control measures were needed. The committee commends authorities of the State of Alaska and the executive branch of the Federal Government for moving expeditiously to review the revised proposed Tanana River Basin flood control project study. Residents of the Fairbanks area have evidenced their desire to cooperate to the fullest. Fairbanks future incorporates its being the industrial gateway to resource development in the Brooks Range and western Alaska. The committee considers this project to be needed and to be economically well justified and believes that early initiation of the project is desirable.

TEXAS CITY AND VICINITY, TEXAS (LA MARQUE-HITCHCOCK EXTENSION), HURRICANE FLOOD PROTECTION

(H. Doc. 187, 90th Cong.)

Location.—The Cities of Texas City, La Marque, and Hitchcock adjoin along the westerly shore of Galveston Bay in Galveston County, Tex.

Authority.—House of Representatives Public Works Committee resolution adopted May 10, 1962.

Existing project.—The Flood Control Act of 1958 authorized the construction of about 18 miles of new and enlarged levees and floodwalls, together with related drainage and closure structures, a navigation and tidal control structure, and pumping plants to provide protection against hurricane tides for Texas City and the adjacent eastern section of La Marque. Construction of the hurricane flood protection project was initiated in 1962. A flood control project for Highland Bayou, Tex., authorized by the Flood Control Act of 1965, provides for protection from upstream flooding to Hitchcock and La Marque by improvement of the Highland Bayou channel and construction of a diversion channel following generally along Basford Bayou to Jones Bay.

Flood problem.—Severe hurricanes have caused tides of 15 feet above mean sea level in the Galveston Bay area. Hurricane Carla in September 1961 produced surge heights from 10 feet to 13 feet above mean sea level in the unprotected La Marque-Hitchcock area and caused flood damages of approximately \$2,350,000. Under present conditions the occurrence of a hurricane flood tide of 15 feet above mean sea level

would cause damages in this area estimated at \$6,375,000 and pose a severe threat to human life.

Recommended plan of improvement.—Plan of improvement would provide for enclosure of the La Marque-Hitchcock area by about 11.4 miles of earth levee, with related drainage and closure structures and a gated navigation and tidal control structure in Jones Bay. The levee would join the authorized Texas City hurricane flood protection project near its junction with Interstate Highway 45, and extend southward and westward to terminate on high ground south of Hitchcock. The authorized La Marque pumping station and adjoining levee extending northwesterly on the westerly side of Interstate Highway 45 would be eliminated from the Federal project.

Estimated cost (price level of December 1965)

Federal.....	\$10, 990, 000
Non-Federal.....	¹ 4, 710, 000
Total.....	15, 700, 000

¹ The non-Federal portion of recommended new work would be \$5,466,000; however, the recommended plan of improvement would eliminate certain costs for the authorized project not yet completed. The net additional amount is presently estimated at \$706,000 for lands, easements, rights-of-way, and relocations, and \$4,004,000 cash contribution for a total of \$4,710,000.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$383, 000	\$164, 000	\$547, 000
Maintenance and operations.....	0	50, 000	50, 000
Total.....	383, 000	214, 000	597, 000

Annual benefits.—Damages prevented, \$866,000.

Benefit-cost ratio.—1.4.

Local cooperation.—Provide all lands, easements, and rights-of-way including all borrow areas and accomplish the relocation of buildings, pipelines, and utilities; bear 30 percent of the first cost, to consist of the cost of lands, easements, rights-of-way, and relocations, and a cash contribution presently estimated at \$4,760,000 to be paid either in a lump sum prior to initiation of construction or in installments prior to start of pertinent work items in accordance with approved construction schedules; hold and save the United States free from damages; maintain and operate; and prohibit encroachment on improved channels or on ponding areas, and if the capacity of the ponding area is impaired, provide promptly, without cost to the United States, substitute ponding capacity or equivalent pumping capacity. Local interests have indicated that they are willing to furnish the required cooperation.

Comments of the State and Federal agencies.—

Department of Interior: Favorable.

Department of Commerce: Favorable.

State of Texas: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The recommended improvement will provide much-needed hurricane flood protection to the exposed development in the western portion of La Marque and Hitchcock located outside of the existing Texas City protection project.

INTERIM REPORT NO. 3, WABASH RIVER BASIN COMPREHENSIVE
STUDY, INDIANA, ILLINOIS, AND OHIO

Location.—The Wabash River Basin has a drainage area of 33,100 square miles of which 319 are in western Ohio, 8,563 in eastern Illinois, and 24,218 in central Indiana. The basin is about 285 miles long and 190 miles wide. The Wabash River rises near Celina, Ohio, flows northwesterly 67 miles to Huntington, Ind., thence generally southwest and south 312 miles to its confluence with the White River, its major tributary which drains 11,400 square miles; then continues southwesterly 96 miles to join the Ohio River 133 miles above the confluence of the Ohio and Mississippi Rivers. Overall length of the Wabash River is about 475 miles.

Authority.—Resolution of the Committee on Public Works of the U.S. Senate, adopted May 6, 1958.

Existing project.—Sixty-five Federal flood control or multiple-purpose projects in the Wabash River Basin have been specifically authorized for construction. Eleven of these are reservoirs and the remainder are local flood protection projects.

Problem.—The Wabash Basin is flooded almost every year and sometimes several times a year. Because of this, the basin has many low levees built by private interests to protect agricultural areas. These are generally inadequate and at best provide only partial protection. Flood control is needed and desired by local interests. The problems of flood control, water quality, water supply, and recreation on the Little Wabash and Skillet Fork Rivers, Illinois, and Big Walnut Creek, Big Blue River, and Flatrock River, Indiana, are among the most urgent of remaining water problems in the Wabash Basin at present.

Recommended plan of improvement.—Construction of the Louisville, Helm, and Big Blue Reservoirs to serve the primary purposes of flood control, water supply, water quality control, general recreation and fish and wildlife recreation; the Downeyville Reservoir to serve all of these purposes except water quality control; and the Marion project for local flood protection. These projects were selected to meet the most urgent water problems in the Wabash Basin. The Big Walnut Reservoir was recommended by the district and division engineers and board of engineers; recommendation of the Chief of Engineers is withheld pending further study of the impact of the project on natural values.

ESTIMATED COST (1966 PRICE LEVEL)

	Federal	Non-Federal ¹	Total
Louisville Reservoir, Ill.....	\$29,000,000	-----	\$29,000,000
Helm Reservoir, Ill.....	22,600,000	-----	22,600,000
Big Blue Reservoir, Ind.....	29,200,000	-----	29,200,000
Downeyville Reservoir, Ind.....	33,700,000	-----	33,700,000
Marion local protection, Indiana.....	1,240,000	\$320,000	1,560,000
Total.....	115,740,000	320,000	² 116,060,000

¹ Non-Federal reimbursement of \$24,048,000 for water supply and \$16,147,000 for recreation and fish and wildlife enhancement.

² Net cost to the United States is \$75,545,000.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortize.....	\$2, 509, 500	\$1, 129, 000	\$3, 638, 500
Maintenance and operation.....	212, 000	1, 083, 500	1, 295, 500
Subtotal.....	2, 721, 500	2, 212, 500	4, 934, 000
Land productivity loss.....			190, 000
Total.....			5, 124, 000

Annual benefits:		
Flood control.....		\$3, 025, 000
Water supply.....		1, 529, 000
Water quality control.....		517, 000
Recreation.....		3, 832, 000
Fish and wildlife enhancement.....		246, 000
Total.....		9, 070, 000

Benefit-cost ratio.—1.8.

Local cooperation.—

Reservoirs.—Prior to construction of each of the dams and reservoirs, responsible local interests are required to furnish assurances satisfactory to the Secretary of the Army that they will pay the construction costs and the annual maintenance, operation, and replacement costs allocated to water supply, as determined by the Chief of Engineers in accordance with the provisions of the Water Supply Act of 1958, as amended, the total of such costs being presently estimated at \$24,048,000 and \$75,000, respectively; in accordance with the provisions of the Federal Water Project Recreation Act, agree to administer project land and water areas for recreation and fish and wildlife enhancement; pay, contribute in kind, or repay (which may be through user fees) with interest, not less than one-half of the separable first costs of the projects allocated to either or both general recreation and fish and wildlife enhancement; and bear all costs of maintenance, operation, and replacement of recreation and fish and wildlife lands and facilities; the total of such costs being presently estimated at \$16,147,000 and \$1,002,000, respectively; prevent channel encroachments tending to reduce present (1967) channel capacities downstream from the dams; hold and save the United States free from damages from water-rights claims resulting from construction and operation of the reservoirs; exercise, to the full extent of their legal capability, control against removal of streamflow made available by reservoir storage for water quality control purposes; and contribute to the control of pollution of the streams for which low-flow augmentation is proposed by adequate treatment or other methods of controlling wastes at their source.

Local flood protection at Marion.—Prior to construction, responsible local interests are required to furnish assurances satisfactory to the Secretary of the Army that they will provide without cost to the United States all lands, easements, and rights-of-way required for construction of the project, including lands designated for borrow and ponding purposes; make all alterations of highways, highway bridges, utilities, and related facilities occasioned by the construction works; hold and save the United States free from damages due to the

construction works; maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army; and prevent encroachment on the existing channel.

Comments of the States and Federal agencies.—

Department of the Interior.—Favorable except for Big Walnut Reservoir; notes that the Department is opposed to any project that would invade area recently declared eligible for a registration as a natural landmark. Chief of Engineers replied that he is withholding recommendation on Big Walnut pending further study of the impact of the project on natural values.

Department of Agriculture.—Favorable, after completion of special studies and coordination concerning Little Wabash and Skillet Fork Basins.

Department of Health, Education, and Welfare: Favorable.

Department of Commerce: Favorable.

Federal Power Commission: Favorable.

Department of Transportation: Favorable.

State of Indiana: Favorable.

State of Illinois: Favorable.

Comments of the Bureau of the Budget.—No objection.

Remarks.—The committee notes the extensive damage to crops and land that occurred in the two recent floods. It considers that the projects are essential to provide flood protection, water supply, water quality control and other needs of the basin. The committee notes that the Chief of Engineers in his report on the Wabash River withheld recommendation concerning authorization of the Big Walnut Dam and Reservoir in Indiana because of controversy involving certain lands of ecological significance. However, the Chief of Engineers proposed acquisition of additional land in order to preserve a natural area of unusual beauty and value and to provide for a nature center and other educational and scientific facilities.

The committee was impressed by the modified plan for Big Walnut Reservoir which would provide for the acquisition of the natural area, public ownership and proper management to preserve and develop its scientific and educational values, to serve the schools of Indiana and several colleges for research and teaching and, in addition, provide specialized nature recreation for the public. The committee has accordingly included authorization of the Big Walnut project as it is described in the report of the Chief of Engineers.

WATER RESOURCES FOR CENTRAL AND SOUTHERN FLORIDA

(H. Doc. —, 90th Cong.)

Location.—In the southern half of Florida, the study area is 16,000 square miles and about 80 percent of the central and southern flood control project area.

Authority.—Resolutions of the Senate Public Works Committee adopted May 4, 1962; June 5, 1963; and January 11, 1965; and of the House Public Works Committee adopted April 28, 1965 and October 5, 1966.

Existing project.—The central and southern Florida project, authorized by the Flood Control Acts of 1948, 1954, 1960, 1962 and 1965 is about 55 percent complete (financial basis). Completed works include

levees, pumping stations, control structures and canals to provide hurricane flood protection, water control and drainage for the rich agricultural areas south of Lake Okeechobee and lower east coast cities and urban area (Miami, Ft. Lauderdale, Palm Beach).

Problem.—The prolonged drought of 1961 to 1965 emphasized the need to improve the supply, distribution and conservation of water resources in central and southern Florida to meet growing urban and agricultural needs and to provide sufficient flow to preserve the Everglades National Park.

Recommended plan of improvement.—Modification of the authorized water resources project to meet urban and agricultural needs and the estimated requirements of Everglades National Park to about the year 2000 together with related recreational facilities: by raising Lake Okeechobee levees; backpumping excess waters from east coast areas into Lake Okeechobee and into conservation area; improving conveyance and distribution of water by construction or modification of canals, levees, pumping stations, control structures and related works.

Estimated cost (December 1967 price level)

Federal.....	¹ \$58, 182, 000
Non-Federal.....	² 18, 936, 000
Total.....	77, 118, 000

¹ Net cost to the United States \$55,124,000. Local interests to reimburse United States \$3,058,000 for recreation.

² Cash contribution \$11,883,000 plus \$7,053,000 for lands and relocations.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$2, 245, 000	\$295, 200	\$3, 140, 200
Maintenance and operations.....	446, 700	1, 112, 800	1, 559, 500
Subtotal.....	2, 691, 700	2, 014, 000	4, 705, 700
Land productivity loss.....			119, 600
Total.....			4, 825, 300

Annual benefits:	
Agricultural (increased net return.....)	\$4, 110, 000
Urban enhancement in land value M. & I. water control of salinity intrusion, dilution water.....	5, 020, 000
Recreational.....	4, 300, 000
Everglades National Park.....	(1)
Total.....	13, 430, 000

¹ Not evaluated.

Benefit-cost ratio. -2.8.

Local Cooperation.—Furnish assurances satisfactory to the Secretary of the Army that they will: Make a cash contribution of 20 percent of the contract price plus supervision and administration for all items of work to be provided by the Corps of Engineers, an amount presently estimated at \$11,883,000 to be paid in a lump sum prior to start of construction or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of

Engineers, the final apportionment of costs to be made after actual costs have been determined; with appropriate jurisdiction, construct and thereafter maintain such canal facilities and other water control appurtenances as are necessary to realize the benefits from the improvements; provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project, when and as required; assume the cost of construction of all new highway bridges, relocation of existing highway bridges, and alteration of utilities and other improvements except railroads, incident to the construction of the project; hold and save the United States free from damages due to the construction, operation, and maintenance of the project works; prohibit encroachment on the water-carrying capacity of the improved channels; operate and maintain the pumping stations, levees, canals, and other appurtenant works after completion of construction for flood control, navigation, and backpumping and delivery of water to Everglades National Park, the agricultural areas, and urban areas, in accordance with regulations approved by the Secretary of the Army, except the levees, channels, locks, and control works of the St. Lucie Canal, Lake Okeechobee, Caloosahatchee River, and the main spillways of the water conservation areas; and provided further than prior to construction of the recreation features, except for modification of existing recreation facilities as the result of raising the Lake Okeechobee regulation range which is to be accomplished at Federal expense, local interests furnish assurances satisfactory to the Secretary of the Army that they will: Pay or contribute in kind one-half of the separable cost of the recreation facilities, an amount now estimated at \$1,808,000 for construction and \$1,250,000 for lands; operate, maintain, and replace all recreation features except those adjacent to federally maintained navigation structures; and assure access to all on equal terms. Based on cooperation received in the past on the authorized project works and recent coordination the flood control district's cooperation seems assured.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable. Requests assurance that future delivery of water to Everglades National Park will not be diminished by the requirements to support growth and new development.

Department of Agriculture: Favorable.

Department of Transportation: Favorable.

Department of Health, Education, and Welfare: Favorable.

State of Florida: Favorable.

Remarks.—The committee heard extensive testimony on this proposed modification. The committee was impressed by the degree of cooperation among the Corps of Engineers, the National Park Service, and the State of Florida in developing an engineering plan that will meet the needs of the Everglades National Park and other interests in the State.

SECTION 204

Construction of the Dworshak Dam was initiated by the Corps of Engineers in 1963 and is scheduled for completion in 1973. Since initiation of the project there has been a large influx of workers who have children of school age. The additional enrollments of workers' children has greatly overloaded the available school facilities of the Oro-

fino, Idaho Joint School District No. 17, and the situation will worsen in the next few years. The U.S. Office of Education in a move to relieve the critical situation had reserved funds under Public Law 815, 81st Congress, which would assist the school district in providing additional needed facilities. However, early in 1968 the Office of Education notified interested parties that due to the critical shortage of funds, the moneys for the Orofino School District had been deferred. Therefore, in order to assist the school district in this matter, language has been included in the bill authorizing the Chief of Engineers to provide such school facilities as may be needed for the education of dependents of workers engaged in the construction of the Dworshak Dam. Similar assistance has been provided to other areas in the past when the impact on the school facilities was due to construction of a Federal water resource project.

SECTION 205

The existing project for flood protection at Ironton, Ohio, consists of earth levee, concrete wall, and pumping stations to protect the town from Ohio River floods. The roads pass through gates in the levee at the locations described in the section. When there is a flood, wooden structures comprised of timber framing and stoplogs are installed in the levee openings. These structures take about 6 hours to install, and an equal amount of time to remove after the waters have receded, and as a result, traffic and business in the area is disrupted for a disproportionately long period of time. The modification of the project to provide for aluminum closure structures would substantially reduce the period of disruption to the community, and is needed to enable the project to effectively serve its intended purpose.

SECTION 206

This section would extend until April 16, 1972, the date on which the project on the Weber River, Utah, would expire unless local interests furnish the required assurances of local cooperation.

The project on the Weber River, Utah, in the interest of flood control and allied purposes, was authorized by the Flood Control Act approved July 3, 1958, substantially in accordance with the recommendations of the Chief of Engineers contained in House Document 158, 84th Congress. The recommended plan required that local interests, prior to construction of the project, furnish assurances satisfactory to the Secretary of the Army that they will, among other things, furnish without cost to the United States all lands, easements and rights-of-way necessary for construction and undertake all road, bridge, and utility alterations and relocations required for the project.

Section 201 of the authorizing act contained the standard provision that the authorization for any flood control project adopted by the act and requiring local cooperation shall expire 5 years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless the local interests furnish within that time assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

The requirements of local cooperation for the project involve rights-of-way and maintenance activities in Weber, Davis, Morgan, and

Summit Counties. Local cooperation was assured in all counties except Morgan where difficulties were encountered because of the cost of relocation of utilities and rights-of-way in the vicinity of the city of Morgan. Planning for the project was deferred in July 1962 due to lack of assurances from Morgan County. The authorization for the project has now expired because of the lack of assurances. It is understood that local interests are still attempting to work out a means by which the required assurances may be furnished. A flood problem exists in the area, and the project is needed to alleviate it.

SECTION 207

Section 203 of the Flood Control Act of 1958 (72 Stat. 305, 310) authorized a local flood protection project on the Pecos River at Carlsbad, N. Mex., substantially in accordance with the recommendations of the Chief of Engineers in House Document 224, 85th Congress, at an estimated Federal cost of \$1,791,000. The project consists of about 1.7 miles of floodway on Dark Canyon, together with the strengthening of about 3.6 miles of the existing irrigation channel embankment which collects and directs the runoff from Ocotillo Hills and Hackberry Draw. Local interests were required by the authorization to furnish assurances of specified local cooperation and to contribute in cash 13.3 percent of the actual cost of construction.

Funds for preconstruction planning of the Dark Canyon Floodway were allotted in fiscal year 1959, but local interests advised that they were unable to cooperate in the construction. Consequently, work was suspended on the project. Section 201 of the Flood Control Act of 1958 (72 Stat. 305) provided that the authorization for any flood control project adopted in that act requiring local cooperation shall expire 5 years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless the local interests shall within that time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished. On May 19, 1964, the authorization for the project expired because of the failure of local interests to meet the requirements for local cooperation specified.

This section would extend the permissible period of furnishing the required assurances until May 19, 1972.

SECTION 208

The authorized project for Gila River downstream from Painted Rock Reservoir approved in 1962 consists of approximately 99 miles of compacted, earthfill, revetted levees, and channel improvements along the Gila River extending from Texas Hill about 60 miles downstream from Painted Rock Reservoir, to Gila Siphon, about 8 miles upstream from the mouth of the river.

Local interests are not financially able to furnish the required items of cooperation estimated at \$2,200,000, for the authorized project. However, early construction of the project is desirable to permit delivery of good quality water to Mexico under the terms of an agreement entered into with Mexico in 1965. Therefore, in view of the importance of the international aspects, the benefit of which has been estimated at \$1,500,000, this committee recommends that the require-

ments of local cooperation be modified to require local interests to provide a cash contribution of \$700,000 and to maintain and operate the works after completion.

SECTION 209

This section authorizes the Secretary of the Army to acquire land as a site for the resettlement of families, individuals, and business concerns displaced by Federal water resource projects if State or local nonprofit interests undertaking to assemble the site cannot obtain it at a reasonable price or time.

The Secretary may exercise this authority only upon the request of the Governor of the State in which the site is located and after determining, in consultation with appropriate Federal, State, regional, and local officials, that (1) the development of a site is necessary in order to alleviate hardships to displaced persons; (2) the location of the site is suitable for development in relation to present or potential sources of employment; and (3) a plan for development of the site has been approved by appropriate local governmental authorities in the area or community in which such site is located.

Project costs will not be increased by this section, since the Secretary will be repaid for all expenses of acquisition by the State or local interests for which the site is acquired.

This section will help alleviate hardships to families and businesses in project areas. It provides a practical means for assembling relocation sites of appropriate size to serve the residential and business needs of those persons who wish to preserve their existing economic and social relationships; and it provides a basis on which local interests, in cooperation with the relevant agencies of the Federal and State Governments, can move forward with realistic plans and programs for community and area development and growth to attract and accommodate expected influxes of residential, commercial, and industrial residents, including provisions for the availability of housing, public facilities, services such as education, manpower training, health and community services, and employment opportunities.

SECTION 210

This section prohibits the collection, after March 31, 1970, of entrance or admission fees by any officer or employee of the United States at public recreation areas located at lakes and reservoirs under the jurisdiction of the Corps of Engineers. User fees may be charged only for the use of highly developed facilities at such areas requiring the continuous presence of personnel for maintenance and supervision. No user fees may be charged for access to or use of water areas, undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided.

SECTION 211

The Niblack levee project consists of about 17 miles of earth levee, with appurtenant drainage structures, and affords protection to about 15,900 acres of agricultural land. Ponded interior drainage is released through gate structures into the Wabash River. The gates close when

the Wabash River is high, and open when it is low to release the accumulated waters. Because of federally constructed navigation works in the Ohio River, the Wabash remains at a high level for a longer period of time, and consequently the accumulation of water behind the levee increases and flows out much more slowly than anticipated. Construction at Federal expense of pumping facilities to alleviate this condition is considered a desirable and justified modification of the existing project.

SECTION 212

Construction of Libby Dam, Mont., will inundate a portion of Montana State Highway 37, necessitating relocation. A contract with the State of Montana for relocation of the highway was entered into on February 14, 1968. The design standards for this highway were the State standards which existed on the date of the relocation contract.

Public Law 89-564 approved September 9, 1966, some 6 months after the contract was signed, provided for coordinated national highway safety through financial assistance to the States to accelerate highway safety programs. When applied to Highway 37, the higher standards of construction increased the cost of the work by an estimated amount of \$1,830,000. The Montana Highway Commission requested that the relocation contract be modified to include the higher standards required by that act. This matter was referred to the Comptroller General of the United States. The Comptroller General expressed the view that the Chief of Engineers is not authorized without additional legislation to modify the relocation agreement.

This section permits the Secretary of the Army to modify the relocation contract so as to incorporate the existing State highway design standards which were adopted pursuant to the Highway Safety Act of 1966.

SECTION 213

This section authorizes the Chief of Engineers to provide pumping plants and other drainage facilities in Cairo, Ill., and vicinity, to the extent found economically justified. The area is completely surrounded by levees and floodwalls, which were originally constructed by local interests with pump stations installed for interior drainage in the early 1920's. The levees and floodwalls on the banks of the Mississippi and Ohio Rivers around Cairo and the Cairo Drainage District were subsequently enlarged under the general authority of the Flood Control Act of May 15, 1928, as amended. Apparently, it was determined at that time that the existing storm drainage pumping stations and appurtenances were adequate.

The existing pumps and outlets are now practically worn out and present a serious hazard to the safety of the city of Cairo and the Cairo Drainage District. A failure of the existing pump plants and outlets during high river stages and intense interior rainfall would no doubt cause tremendous damage and possibly the loss of life. The integrity of the levee and floodwall surrounding the area could be jeopardized by failure of the outlet structures. The city of Cairo and the Cairo Drainage District are in a county where chronic and persistent underemployment or unemployment exist and are financially

unable to undertake replacement of the pumps and attendant facilities. If the problem is not corrected in the very near future, economic recovery of the area will not be possible as the threat of flooding will be ever present.

SECTION 214

This section authorizes the acquisition of an additional 750 acres of land for fish and wildlife purposes at the Pat Mayse Reservoir project, Texas. The lands so acquired will be made available in accordance with existing policy to the Secretary of the Interior or to the State of Texas pursuant to the Fish and Wildlife Coordination Act. This land would be combined with land already owned by the Federal Government and currently designated and reserved for fish and wildlife purposes.

SECTION 215

Section 314 of the River and Harbor Act of 1965 directed the Secretary of the Army to make a study of the need for, and the feasibility of, the Federal Government reimbursing States, political subdivisions thereof, and other public bodies, for expenditures incurred by them in connection with authorized projects for improvement of rivers and harbors, and other waterways for navigation, flood control, hurricane protection, beach erosion control, and other water resources development purposes, to the extent that such expenditures are incurred after the initiation of the survey studies which form the basis for such authorized projects. The report of the Secretary was submitted to the Congress, and printed as Senate Document 10, 90th Congress. The Secretary concluded that legislation authorizing reimbursement under certain conditions would be desirable, and has submitted legislation to the Congress. This section results from that proposal.

The Secretary of the Army, acting through the Chief of Engineers, is authorized to reimburse non-Federal public bodies for actual expenditures on advance work performed on Federal water resources development projects after authorization, or to credit such bodies with such expenditures against local cooperation required of them for the projects. Reimbursement may not exceed \$1 million for any single project, and their must be an advance agreement on plans with the Chief of Engineers and he must review, supervise, and approve work done.

For the purposes of consistency, the small beach erosion control project authority of the Secretary of the Army is made to conform with this section after 1 year from the date of enactment. In the meantime, either the provisions of the section or of the existing small beach erosion authority may be utilized.

The letter of the Secretary of the Army transmitting the legislation to the Congress is printed below.

DEPARTMENT OF THE ARMY,
Washington, D.C., June 26, 1968.

HON. JOHN W. McCORMACK,
Speaker of the House of Representatives

DEAR MR. SPEAKER: Provided herewith is a draft bill to authorize reimbursement for work by States and other non-Federal public bodies on authorized water resources projects.

We recommend that this draft bill be referred to the appropriate committee for consideration, and we recommend its enactment.

Section 314 of the River and Harbor Act of 1965, directed the Secretary of the Army to make a study of the need for, and the feasibility of, the Federal Government reimbursing States, political subdivisions thereof, and other public bodies, for expenditures incurred by them in connection with authorized projects for improvement of rivers and harbors, and other waterways for navigation, flood control, hurricane protection, beach erosion control, and other water resources development purposes, to the extent that such expenditures are incurred after the initiation of the survey studies which form the basis for such authorized projects.

By letter dated January 31, 1967, I submitted a report of the Chief of Engineers on this study and agreed with his conclusion that legislative definition of a limited reimbursement policy applicable uniformly to all types of projects, would be desirable and useful. This report was published as Senate Document 10, 90th Congress.

In my letter I recommended that consideration should be given to the enactment of legislation to authorize the Secretary of the Army, acting through the Chief of Engineers, to reimburse non-Federal public bodies for actual expenditures on advance work performed on Federal water resources development projects after authorization, or to credit such bodies with such expenditures against local cooperation required of them for the projects. A limit of \$1 million was proposed for any single project, subject to specific advance agreement on plans with the Chief of Engineers and subject to his review, supervision, and approval. I suggested further, that appropriation of up to \$10 million be authorized for reimbursement in any one fiscal year. Reimbursement for non-Federal advance expenditures in excess of \$1 million should continue to be authorized specifically by law, after consideration of a report to be submitted by the Chief of Engineers, through the Secretary of the Army.

The Department of the Army considers that enactment of this legislation would serve a necessary and useful purpose in the administration of the Corps of Engineers' water resources development program, and recommends prompt and favorable consideration of the draft bill.

The Bureau of the Budget advises that, from the standpoint of the administration's program, there is no objection to the presentation of this proposal for the consideration of the Congress.

Sincerely,

STANLEY R. RESOR,
Secretary of the Army.

SECTION 216

This section authorizes the Secretary of the Army to modify certain deeds conveying mineral rights to the Government, in connection with the Carlyle Reservoir project, to provide a 3-month extension of the reservation of royalties to the former owners within areas of the Boulder Oil Field. The Boulder Oil Field, Clinton County, Ill., was one of several producing fields required to discontinue operations. It was operated by Texaco, Inc., under leases with 101 owners of mineral rights whereby the owners received royalties of one-eighth of the production.

Negotiations for acquisition of mineral rights were initiated in 1962 based on a production cutoff date of July 1, 1964. Owners of 38 tracts executed deeds to the Government on this basis. The remaining 63 owners deferred settlement pending agreement between Texaco and the Government. During 1963, a settlement was effected with Texaco and the remaining owners based on a production cutoff date of October 1, 1964. Thereafter, Texaco intensified operations up to September 30, 1964, when the wells were plugged. Royalties were paid to all owners through this extended period. As a result, the Government received \$6,401.16 for the 3 additional months, representing the share of the 38 owners who had assigned their rights as of July 1, 1964.

The committee considers the legislation necessary to correct an inequity and to avoid penalizing landowners who relied on the Government established cutoff date and cooperated in the necessary Federal land acquisition program.

SECTION 217

This section is designed to clarify, for the purposes of the recently enacted Revenue and Expenditure Control Act of 1968, the distinction between the power program of the Tennessee Valley Authority, which is funded entirely out of nonappropriated revenues, and all other activities of the TVA, which are funded out of the general funds of the Treasury.

Since 1959 the operation and expansion of TVA's power program has been financed entirely from revenues derived from the sale of power and of revenue bonds and notes. All personnel employed by TVA in the construction and operation of its power generating and distribution facilities are paid out of these same revenues. In addition, TVA makes annual payments into the Treasury in reduction of the initial public investment in its power system and another payment at the current cost of Treasury borrowing on the outstanding public investment. Thus, TVA finances its own power program as it amortizes the public investment in it.

TVA's power expenditures and proceeds from the sale of power are included in the totals of the budget of the U.S. Government for the fiscal year ending June 30, 1969. As a result, the power program would be liable to drastic curtailment under the provisions of the Revenue and Expenditure Control Act. Current and planned expansion of power facilities is essential to meeting the known needs of the region generally and of various Federal agencies, such as the atomic energy installations at Oak Ridge. The committee does not regard this action

as an exemption but as a clarification. All nonpower activities of TVA and all TVA employees paid out of appropriated funds will, of course, be liable to the application by the Bureau of the Budget of the provisions of the new law.

This section in no way changes the relationship of TVA to the Treasury or the Bureau of the Budget or the reporting notification, budgeting, or other procedures required by the TVA Act of 1933 as amended by the self-financing amendments of 1959.

SECTION 218

This section authorizes eight surveys to be made by the Chief of Engineers in the interest of flood control and allied purposes.

SECTION 219

This section of the bill identifies title II of the bill as the Flood Control Act of 1968.

ANALYSIS OF TITLE III—ADDITIONAL AUTHORIZATION FOR CERTAIN RIVER BASIN PLANS

Title III provides increased authorizations for the prosecution of river basin plans for flood control and related purposes under the jurisdiction of the Secretary of the Army and the Chief of Engineers. The appropriations intended to be covered by the increased and completion authorizations are those necessary for the scheduled funding requirements through calendar year 1969. Allowance is made for the amount of monetary authorization presently available in the various basins. The necessity for these increased authorizations is explained below.

Monetary authorizations first were put into effect by the Flood Control Acts of 1936 and 1938. They limit authority to appropriate and expend funds within specified basins or specified major projects to levels below the total costs of the authorized basin or project developments. In this way they give the Congress opportunity to review and control the rate of accomplishment of the basin plans and major projects to which they apply.

In these plans, the Congress has approved an entire plan for development of a river basin in the interest of flood control, navigation, power, and allied water uses, but limited the amounts of funds to anticipated appropriations for a specified period of years, allowing accomplishment of only part of the plan. Subsequently the Congress has augmented some of the previously approved plans, by authorizing additional projects, or modifications of projects, and increased the monetary authorization to provide for additional appropriations. When the monetary authorization limit of a plan is approached, legislation is required to provide additional authorization so that appropriations can be made to permit the plan to continue. If such legislation is not forthcoming when needed, construction of projects in the basin plan cannot proceed, even if funds have been included in appropriation acts for this purpose.

In addition to projects comprising these basin plans subject to monetary authorization, Congress has authorized other projects in the basins for which full monetary authorization for appropriations has been

provided under the terms of the authorizing act. Projects in this category require no further monetary authorization action by the Congress.

At the present time there are 20 basin development plans subject to basin monetary authorization limitations. Authorizations provided to date, including the most recent provided by legislation in 1967, are adequate for work to be performed in most of the basins through calendar year 1968. However, there are four basins whose monetary authorization will be exhausted early in the second half of calendar year 1968 unless further authorization is provided and there are 13 basins which will run out of authorization in calendar year 1969 unless additional authorization is provided.

SECTION 301

The following table furnishes for the basins shown in section 301 of the bill the dates of original authorization and the amount of increased authorizations needed for the work to be performed through calendar year 1969. The table contains 12 basins and excludes the West Branch Susquehanna River Basin which is covered by separate language in section 302 of the bill because it requires special wording to close out the completion of the authorized plan.

TOTAL COST

The total amount in section 301 is \$466 million for the requirements for 12 basins through calendar year 1969. Section 302 authorizes \$3 million for completion of the West Branch Susquehanna River Basin making a grand total of \$469 million.

The committee wishes to point out again that this is additional monetary authorization for projects already authorized.

Basin	Act of Congress	Monetary authorization required through CY 1969
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and Southern Florida.....	June 30, 1942	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	do.	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Ouachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	do.	2,000,000
Total.....		466,000,000

DESCRIPTION OF BASINS

A description of the basins and the status of the monetary authorizations involved in S. 3710 are given in the following paragraphs. Amounts are rounded to millions of dollars. The specific projects on which these increased authorizations are intended to be used are shown for each basin.

ALABAMA-COOSA RIVER BASIN

The Alabama-Coosa River system drains an area of 22,800 square miles, of which about 130 square miles are in Tennessee, 5,350 square miles are in Georgia, and 17,320 square miles are in Alabama. The basin has a maximum width of 110 miles and extends about 320 miles from southeast Tennessee and northwest Georgia diagonally across Alabama to the southwest corner of the State.

The River and Harbor Act of March 2, 1945, provides for the initial and ultimate development of the Alabama-Coosa Rivers and tributaries for navigation, flood control, power development, and other purposes. The act includes authorization for modification of the original plan as may be advisable from time to time in the discretion of the Secretary of the Army and the Chief of Engineers for the purpose of increasing the development of hydroelectric power. This act also authorized the appropriation of \$60 million. Additional monetary authorization totaling \$72 million has been provided by subsequent acts, bringing the total monetary authorization to \$132 million.

Total estimated cost of projects in plan-----	\$578, 000, 000
Present monetary authorization-----	132, 000, 000
Appropriations through June 30, 1968-----	103, 000, 000
Remaining monetary authorization-----	29, 000, 000
Additional scheduled obligations through calendar year 1969--	58, 000, 000
Deficit monetary authorization through calendar year 1969--	29, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project:	Amount
Alabama River Channel improvement, Alabama-----	\$50, 000
Carters Dam, Ga-----	12, 070, 000
Claiborne lock and dam, Alabama-----	3, 000, 000
Jones Bluff lock and dam, Alabama-----	12, 480, 000
Millers Ferry lock and dam, Alabama-----	1, 500, 000
Total requested authorization-----	29, 100, 000

ARKANSAS RIVER BASIN

The Arkansas River Basin contains an area of about 160,500 square miles. The basin is about 870 miles in length in a east-west direction and approximately 185 miles in average width. It extends from the Rocky Mountains on the west to the Mississippi River on the east. The drainage basin occupies parts of the States of Colorado, New Mexico, Kansas, Oklahoma, Texas, Missouri, and Arkansas.

The general comprehensive plan for flood control and other purposes in the Arkansas River Basin was adopted by the Flood Control Act approved June 28, 1938, which authorized an appropriation of \$21 million for partial accomplishment of the plan. The plan has been further amended and modified and additional monetary authorization provided by subsequent acts.

The River and Harbor Act of July 24, 1946, authorized construction of a multiple-purpose plan for improvement of the Arkansas River Basin, Ark. and Okla., for navigation, flood control, and other purposes and authorized the appropriation of \$55 million for partial ac-

compleishment of the plan. This plan has likewise been modified by subsequent acts, and additional monetary authorization provided.

The Flood Control Act of July 14, 1960, incorporated the authorized flood control plan and the multiple-purpose plan into a single plan of development and provided that all authorizations made available for the Arkansas River Basin would be applicable to the combined plan of development. The monetary authorization provided for the combined plan totals \$1,143 million.

ARKANSAS RIVER BASIN

Total estimated cost of projects in plan-----	\$1,367,000,000
Present monetary authorization-----	1,143,000,000
Appropriations through June 30, 1968-----	1,055,000,000
Remaining monetary authorization-----	88,000,000
Additional scheduled obligations through calendar year 1969 -----	196,000,000
Deficit monetary authorization through calendar year 1969 -----	108,000,000

Projects and amounts on which requested authorization is planned to be used

Project:

Arkansas River bank stabilization, Oklahoma and Arkansas---	\$3,550,000
Dardanelle lock and dam, Arkansas-----	6,218,000
Navigation locks and dams, Arkansas and Oklahoma-----	57,600,000
Oologah Reservoir, Okla-----	3,729,000
Ozark lock and dam, Arkansas-----	10,035,000
Robert S. Kerr lock and dam, Oklahoma-----	10,600,000
Webbers Falls lock and dam, Oklahoma-----	15,900,000
6 projects for recreational development-----	766,000
Total requested authorization-----	108,398,000

BRAZOS RIVER BASIN

The Brazos River rises in eastern New Mexico and flows southeasterly 1,210 miles to the Gulf of Mexico near Freeport, Tex. The watershed has an overall length of 640 miles and a maximum width of about 120 miles. Its total area is about 44,670 square miles.

The Flood Control Act approved September 3, 1954, adopted the basinwide plan of improvement in the Brazos River Basin and authorized the appropriation of \$40 million for partial accomplishment of that plan. The plan includes reservoirs for flood control and allied purposes and projects for local flood protection. Additional authorization in the amount of \$74 million has been provided by subsequent acts bringing the total to \$114 million.

Total estimated cost of projects in plan-----	\$203,000,000
Present monetary authorization-----	114,000,000
Appropriations through June 30, 1968-----	109,000,000
Remaining monetary authorization-----	5,000,000
Additional scheduled obligations through calendar year 1969--	7,000,000
Deficit monetary authorization through calendar year 1969--	2,000,000

Projects and amounts on which requested authorization is planned to be used

Project:	Amount
San Gabriel River, Tex.....	\$1, 810, 000
3 projects for recreational development.....	190, 000
Total requested authorization.....	2, 000, 000

CENTRAL AND SOUTHERN FLORIDA

The project lies generally within 18 counties of Florida covering an area of about 16,341 square miles. It is comprised of the upper St. Johns River Basin in the northeastern section of the project; the Kissimmee River Basin in the central section above Lake Okeechobee; the Lake Okeechobee-Everglades area in the central and southwestern section; and the east coast-Everglades area in the southeastern section.

This project provides for modification and expansion of works in an area embracing Lake Okeechobee, a large portion of the Everglades, the upper St. Johns and Kissimmee River Basins, and the lower east coast of Florida. The project was authorized in the Flood Control Act of June 30, 1948, which also authorized the appropriation of \$16,300,000 for partial accomplishment of the first phase of the plan. Subsequent legislation has increased the monetary authorization and expanded the project to include additional improvements. The monetary authorization provided to date totals \$171 million.

Total estimated cost of projects in plan.....	\$269, 000, 000
Present monetary authorization.....	171, 000, 000
Appropriations through June 30, 1968.....	160, 000, 000
Remaining monetary authorization.....	11, 000, 000
Additional scheduled obligations through calendar year 1969..	26, 000, 000
Deficit monetary authorization through calendar year 1969---	15, 000, 000

Project and amounts on which requested authorization is planned to be used

	Amount
Project: Central and southern Florida.....	15, 000, 000
Total requested authorization.....	15, 000, 000

COLUMBIA RIVER BASIN

The Columbia River Basin drains an area of 259,000 square miles, of which 219,500 square miles are in the United States and 39,500 square miles are in Canada. The basin includes most of the States of Oregon, Washington, and Idaho; western Montana; small areas in Nevada, Utah, and Wyoming; and the southeastern drainage of the Province of British Columbia, Canada. The river flows a distance of 462 miles in Canada and 745 miles in the United States, for a total distance of 1,207 miles.

The Flood Control Act of June 28, 1938, approved the general comprehensive plan for flood control and other purposes in the Willamette River Basin and authorized \$11,300,000 for the initiation and partial accomplishment of the recommended plan. Individual projects were authorized in the Columbia and Willamette River Basins by the

Flood Control Act of June 22, 1936, and subsequent acts. The Flood Control Act of May 17, 1950, approved a general comprehensive plan for both the Columbia and Willamette River Basins for flood control and other purposes and authorized the appropriation of \$115 million for the partial accomplishment of the plan. This monetary authorization has been increased by later acts. Monetary authorization provided to date totals \$1,294 million.

Total estimated cost of projects in plan-----	\$2, 070, 000, 000
Present monetary authorization-----	1, 294, 000, 000
Appropriations through June 30, 1968-----	1, 234, 000, 000
Remaining monetary authorization-----	60, 000, 000
Additional scheduled obligations through calendar year 1969-----	253, 000, 000
Deficit monetary authorization through calendar year 1969-----	193, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project:	Amount
Cascadia Reservoir, Oreg-----	\$200, 000
Dworshak Reservoir, Idaho-----	57, 872, 000
Green Peter and Foster Reservoir, Oreg-----	1, 075, 000
John Day Lock and Dam, Oregon and Washington-----	23, 430, 000
Libby Reservoir, Mont-----	82, 045, 000
Strube Dam, Oreg-----	30, 000
The Dalles Dam, units 15 through 22-----	27, 654, 000
Willamette bank protection, Oregon-----	508, 000
John Day River, Oreg-----	31, 000
3 projects for recreational development-----	385, 000
Total requested authorization-----	193, 230, 000

MISSOURI RIVER BASIN

The Missouri River Basin drains an area of 519,090 square miles, of which 509,375 square miles are in the United States and 9,715 square miles are in Canada. The basin includes all of Nebraska, most of South Dakota, large portions of North Dakota, Montana, and Wyoming, about half of Kansas and Missouri; and smaller parts of Colorado, Iowa, and Minnesota. From its source in southwestern Montana, it flows for a distance of 2,460 miles to enter the Mississippi River above St. Louis, Mo.

A general comprehensive plan for flood control and other purposes in the Missouri River Basin was approved by the Flood Control Act of June 28, 1938, which also authorized \$9 million for initiation and partial accomplishment of the plan. The Flood Control Act approved December 22, 1944, expanded the general comprehensive plan for the Missouri River Basin to include the coordinated plan of the Corps of Engineers and the Bureau of Reclamation, and authorized the appropriation of \$200 million for each agency. Additional projects and monetary authorizations have been included in subsequent acts, bringing the total monetary authorization to date to \$1,462 million.

Total estimated cost of projects in plan-----	\$2, 160, 000, 000
Present monetary authorization-----	1, 462, 000, 000
Appropriations thru 30 June 1968-----	1, 418, 000, 000
Remaining monetary authorization-----	44, 000, 000
Additional scheduled obligations thru calendar year 1969---	82, 000, 000
Deficit monetary authorization thru calendar year 1969----	38, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project:

Big Bend Reservoir, S. Dak-----	\$940, 000
Hillsdale Reservoir, Kans-----	165, 000
Kaysinger Bluff Reservoir, Mo-----	12, 700, 000
Lawrence, Kans-----	1, 498, 000
Melvorn Reservoir, Kans-----	6, 885, 000
Missouri River Levee System-----	3, 604, 000
Oahe Reservoir, S. Dak-----	1, 300, 000
Osawatomie, Kans-----	412, 000
Perry Reservoir, Kans-----	3, 731, 000
Stockton Reservoir, Mo-----	5, 500, 000
Topeka, Kans-----	669, 000
8 projects for recreational development-----	862, 000

Total requested authorization-----	38, 266, 000
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OHIO RIVER BASIN

The Ohio River is formed by the junction of the Allegheny and Monongahela Rivers at Pittsburgh, and flows in a general southwest-erly direction to join the Mississippi River at Cairo, Ill. Its length is 981 miles, and its basin, comprising 204,000 square miles, lies between the Allegheny Mountains on the east and the Mississippi River Basin on the west. The basin is about 800 miles long along the northeast-southwest axis, and about 500-miles wide along its northwest-south-west axis. Lying in the basin are major portions of Ohio, Indiana, West Virginia, Kentucky, and Tennessee; large areas in Pennsylvania, Vir-ginia, North Carolina, Alabama, and Illinois; and parts of New York, Maryland, Georgia, and Mississippi.

The Flood Control Acts of June 22, 1936, August 28, 1937, and June 28, 1938, approved a general comprehensive plan for flood control and other purposes in the Ohio River Basin, consisting of reservoirs, levees, floodwalls, and drainage structures for protection of cities and towns. Those acts were amended and supplemented by subsequent acts, which also included monetary authorizations for further prosecution of the comprehensive plan. The monetary authorization provided to date totals \$1,053 million.

Total estimated cost of projects in plan-----	\$1, 349, 000, 000
Present monetary authorization-----	1, 053, 000, 000
Appropriations through June 30, 1968-----	1, 023, 000, 000
Remaining monetary authorization-----	30, 000, 000
Additional scheduled obligations through calendar year 1969	65, 000, 000
Deficit monetary authorization through calendar year 1969--	35, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project :	Amount
Big Darby Reservoir, Ohio-----	\$750, 000
Brookville Reservoir, Ind-----	4, 300, 000
Burnsville Lake, W.Va-----	2, 480, 000
Caesar Creek Reservoir, Ohio-----	1, 900, 000
Cave Run Reservoir, Ky-----	5, 500, 000
East Fork Reservoir, Ohio-----	2, 700, 000
East Lynn Lake, W.Va-----	7, 235, 000
England Pond Levee, Ill-----	38, 000
Frankfort, Ky-----	700, 000
Island Levee, Ill-----	520, 000
J. Percy Priest Reservoir, Tenn-----	679, 000
Paint Creek Reservoir, Ohio-----	4, 330, 000
Rochester and McClearys Bluff Levee, Ind-----	334, 000
Summersville Lake, W.Va-----	310, 000
West Fork Lake, W.Va-----	50, 000
West Terre Haute, Ind-----	900, 000
17 projects for recreational development-----	2, 281, 000
Total requested authorization-----	35, 007, 000

OUACHITA RIVER BASIN

The Ouachita River Basin, comprising about 25,000 square miles within the Red River Basin, is located in the southern half of Arkansas and the northwestern part of Louisiana.

The River and Harbor Act of May 17, 1950, approved the general plan for flood control and other purposes in the Ouachita River Basin and authorized the appropriation of \$21,300,000 for initiation and partial accomplishment of the plan. The authorized plan consists of channel improvements for flood control for Bayou Bartholomew, Ark. and La., and Pine Bluff, Ark., DeGray Reservoir, Ark., Murfreesboro Reservoir, Ark., and a floodwall at Monroe, La. The monetary authorization has been increased by subsequent acts bringing the total monetary authorization to \$40 million.

Total estimated cost of projects in plan-----	\$80, 000, 000
Present monetary authorization-----	40, 000, 000
Appropriations through June 30, 1968-----	35, 000, 000
Remaining monetary authorization-----	5, 000, 000
Additional scheduled obligations through calendar year 1969----	15, 000, 000
Deficit monetary authorization through calendar year 1969----	10, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project :	
Bayou, Bartholomew, Ark. and La-----	\$635, 000
DeGray Reservoir, Ark-----	9, 105, 000
Monroe, La-----	270, 000
Total requested authorization-----	10, 010, 000

SAN JOAQUIN RIVER BASIN

The San Joaquin River, the only exterior drainage channel for an area of about 32,000 square miles, has its source in the Sierra Nevada Range about 25 miles southeast of the Yosemite Valley, Calif.

The Flood Control Act approved December 22, 1944, adopted the plan of improvement for flood control and other purposes on the lower San Joaquin River and tributaries, including the Tuolumne and

Stanislaus Rivers, and authorized the appropriation of \$8 million for partial accomplishment of the plan. This monetary authorization has been increased by later acts, bringing the total monetary authorization to date to \$31 million.

Total estimated cost of projects in plan-----	\$164, 000, 000
Present monetary authorization-----	31, 000, 000
Appropriations through June 30, 1968-----	30, 000, 000
Remaining monetary authorization-----	1, 000, 000
Additional scheduled obligations through calendar year 1969--	18, 000, 000
Deficit monetary authorization through calendar year 1969----	17, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project :	
New Don Pedro Reservoir, Calif-----	\$2, 170, 000
New Melones Reservoir, Calif-----	14, 860, 000
Total requested authorization-----	17, 030, 000

SOUTH PLATTE RIVER. COLO.

The South Platte River rises on the Continental Divide in central Colorado, and flows northeasterly to its confluence with the North Platte River at North Platte, Nebr. The drainage area of 24,030 square miles includes a section of the rugged eastern slope of the Rocky Mountains, with elevation exceeding 14,000 feet and extensive areas of the Great Plains.

The Flood Control Act of May 17, 1950, authorized a plan for flood control and related purposes in the South Platte River Basin in Colorado. The plan consists of Chatfield Reservoir and levee and channel improvements at three locations, including the city of Boulder. The act also authorized the appropriation of \$26,300,000 for partial accomplishment of the plan. Public Law 90-17, approved May 12, 1967, increased the monetary authorization by \$2 million, bringing the total to \$28,300,000.

Total estimated cost of projects in plan-----	\$115, 000, 000
Present monetary authorization-----	28, 000, 000
Appropriations through June 30, 1968-----	12, 000, 000
Remaining monetary authorization-----	16, 000, 000
Additional scheduled obligations through calendar year 1969--	28, 000, 000
Deficit monetary authorization through calendar year 1969--	12, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project: Chatfield Reservoir, Colo-----	\$12, 000, 000
Total requested authorization-----	12, 000, 000

UPPER MISSISSIPPI RIVER BASIN

The Upper Mississippi River Basin is that portion of the north-central United States containing the Mississippi River and all tributary streams above the Ohio River, but excluding the Missouri River. The Mississippi River originates at Lake Itasca in Central Minnesota,

and flows approximately 1,366 miles to a point above the mouth of the Ohio River. This basin area covers 188,000 square miles and includes the larger parts of Minnesota, Wisconsin, Illinois, and Iowa, and small portions of Indiana, South Dakota, and Missouri.

The Flood Control Act of June 28, 1938, approved the general comprehensive plan for flood control and other purposes in the Upper Mississippi River Basin, consisting of reservoirs and local flood protection works on the upper Mississippi and Illinois Rivers, and authorized the appropriation of \$9.3 million for their construction. Subsequent acts have increased the authorization and modified the plan to include additional projects. The monetary authorization provided to date totals \$119 million.

Total estimated cost of projects in plan-----	\$175, 000, 000
Present monetry authorization-----	119, 000, 000
Appropriations through June 30, 1968-----	117, 000, 000
Remaining monetary authorization-----	2, 000, 000
Additional scheduled obligations through calendar year 1969--	7, 000, 000
Deficit monetary authorization through calendar year 1969--	5, 000, 000

Projects and amounts on which requested authorization is planned to be used

Project:

Red Rock Reservoir and Lake, Red Rock, Iowa-----	\$4, 670, 000
Wood River Drainage and Levee District, Ill. (pumping plant) --	30, 000
1 project for recreational development-----	25, 000

Total requested authorization-----	4, 725,000
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WHITE RIVER BASIN

The White River rises in northwestern Arkansas, flows northeasterly into southern Missouri, and thence southeasterly back into Arkansas to join the Mississippi River at about mile 580 above the Head of Passes, La. It is about 700 miles long and drains about 27,765 square miles, of which 10,622 are in Missouri and 17,143 are in Arkansas. About 7,000 square miles are within the limits of the Mississippi River backwaters. The latter area is included in the plan for the Lower Mississippi River Basin project.

The general comprehensive plan for flood control and other purposes in the White River Basin was approved by the Flood Control Act of June 28, 1938, which authorized the appropriation of \$25 million for initiation and partial accomplishment of the plan. Subsequent legislation has authorized additional amounts for continuation of the plan, and modified it to include additional projects. The monetary authorization provided to date totals \$286 million.

Total estimated cost of projects in plan-----	\$347, 000, 000
Present monetary authorization-----	286, 000, 000
Appropriations through June 30, 1968-----	285, 000, 000
Remaining monetary authorization-----	1, 000, 000
Additional scheduled obligations through calendar year 1969--	3, 000, 000
Deficit monetary authorization through calendar year 1969--	2, 000, 000

Amounts on which requested authorization is planned to be used

Project: 6 projects for recreational development (total requested authorization) ----- \$1,820,000

SECTION 302

West Branch Susquehanna River Basin

The project for flood control on the West Branch Susquehanna River Basin, Pa., was authorized by the Flood Control Act of September 3, 1954. The authorization was in accordance with the recommendations contained in House Document 29, 84th Congress. This document recommended a project consisting of a system of three flood control reservoirs—Blanchard (now Foster Joseph Sayers Dam), Curwensville, and Kettle Creek (now Alvin R. Bush Reservoir) located in the headwaters of the west branch at a total estimated cost of \$62,520,000. Congress authorized the appropriation of \$25 million for partial accomplishment of the project. Subsequent legislation has authorized a total additional appropriation of \$28 million to continue construction of the project.

The Alvin R. Bush (Kettle Creek) Reservoir has been completed. Curwensville Reservoir is essentially complete, with only minor items of work remaining to be closed out. The Foster Joseph Sayers Dam (Blanchard Reservoir) is well underway and construction is about 75 percent complete.

The total cost of the West Branch Susquehanna River Basin project subject to monetary limitation is presently estimated to cost \$55,700,000. Total monetary authorization to date is \$53 million. An additional \$3 million in monetary authorization is estimated to be required for continuation of scheduled construction on this project through calendar year 1969. Since this amount is also considered adequate to complete construction of the three reservoir projects included in the basin plan, the committee has included language in the bill which will authorize completion of the West Branch Susquehanna River Basin project.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

In compliance with clause 3 of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

SECTION 2 OF THE ACT APPROVED JULY 8, 1942

(56 Stat. 651)

SEC. 2. The consideration to be paid by such town of Marmet for the two tracts of land, the conveyance of which is authorized by the first section of this Act, shall be the sum of \$3,300, being 50 per centum of the current appraised value thereof. Such two tracts of land shall be held and used by the grantee for the purposes of a public park and recreational site and for similar and related munici-

pal purposes *including firefighting facilities and structures*. The deed of conveyance of such tracts of land to be executed by the Secretary of War shall contain appropriate provisions to provide for a reversion of such tracts of land to the United States in the event the grantee shall fail to use or shall cease using them for such purposes or shall alienate or attempt to alienate any part of them.

* * * * *

ACT OF DECEMBER 21, 1944, AS AMENDED

* * * * *

SEC. 5. (a) The commission and its successors and assigns are hereby authorized to provide for the payment of the cost of such bridge, or bridges as may be acquired, reconstructed, or constructed, as herein provided, and approaches (including the approach highways, which, in the judgment of the commission, it is necessary or advisable to construct or cause to be constructed to provide suitable and adequate connections with existing improved highways) and the necessary land easements and appurtenances thereto, by an issue or issues of negotiable bonds of the commission, bearing interest, payable semiannually, at the rate of not more than 6 per centum per annum, the principal and interest of which bonds shall be payable solely from the funds provided in accordance with this Act, and such payments may be further secured by mortgage of the bridge or bridges. All such bonds may be registrable as to principal alone or both principal and interest, shall be payable as to principal within not to exceed twenty-five years from the date thereof, shall be in such denominations, shall be executed in such manner, and shall be payable in such medium and at such place or places as the commission may determine, and the face amount thereof shall be so calculated as to produce, at the price of their sale, the cost of the bridge or bridges, acquired or constructed, and approaches and the land easements, and appurtenances used in connection therewith, when added to any other funds made available to the commission for the use of said purposes. The commission may reserve the right to redeem any or all of said bonds before maturity in such manner and at such price or prices not exceeding 105 and accrued interest as may be fixed by the commission prior to the issuance of the bonds. Subject to the provisions of any prior contracts or obligations the commission may disburse any available bridge revenues or other funds or borrow money and issue its negotiable interest-bearing notes in evidence thereof to defray the cost of designing, engineering, and planning a new bridge or bridges under this Act and acquire lands for the location and approaches thereto, provided that all notes evidencing the funds so borrowed, if not previously paid from such bridge revenues, shall be repaid from the proceeds of the bonds of the commission when issued for account of such new bridge or bridges. In the event the commission issues notes as hereinbefore in this section provided and said notes have not been otherwise paid and a new bridge or bridges are not built, said notes shall be paid from revenues derived from the operation of any other bridge or bridges owned by the commission, subject to the obligation of payment of all outstanding indebtedness for which said revenues have

been theretofore pledged. The commission when it deems it advisable may issue refunding bonds to refinance any outstanding bonds, and to pay any other indebtedness of the commission, at maturity or before maturity when called for redemption, and may include, as a part of an issue of bonds to provide for the cost of a bridge to be constructed under this Act, sufficient additional bonds bearing interest at a rate or rates not exceeding 6 per centum per annum to refinance any outstanding bonds and notes at maturity or before maturity when called for redemption. The commission may enter into an agreement with any bank or trust company in the United States as trustee having the power to make such agreement, setting forth the duties of the commission in respect to the acquisition, construction, maintenance, operation, repair, and insurance of the bridge or bridges, the conservation and application of all funds, the security for the payment of the bonds, the safeguarding of money on hand or on deposit, and the rights and remedies of said trustee and the holders of the bonds, restricting the individual right of action of the bondholders as is customary in trust agreements respecting bonds of corporations. Such trust agreement may contain such provisions for protecting and enforcing the rights and remedies of the trustee and the bondholders as may be reasonable and proper and not inconsistent with the law.

Said bonds may be sold at not less than par after public advertisement for bids to be opened publicly at the time and place stated in such advertisement and at the price bid which will yield the greatest return to the commission for the bonds to be sold. Such advertisement for bids shall be published at least once each week for at least two consecutive weeks in a newspaper or financial journal having recognized circulation among bidders for bonds of the type and character offered. The price to be paid for the bridge or bridges acquired hereunder shall not exceed the reasonable value thereof as determined by the commission at the time of acquisition. The cost of the bridge to be constructed as provided herein, together with the approaches and approach highways, shall be deemed to include interest during construction of the bridge and for twelve months thereafter, and all engineering, legal, financing, architectural, traffic surveying, condemnation, and other expenses incident to the bridge and the acquisition of the necessary property, including the cost of acquiring existing franchises and riparian rights relating to the bridge, as well as the cost of abandonment or dismantlement of any existing bridge to be replaced thereby. If the proceeds of the bonds shall exceed the cost as finally determined, the excess shall be placed in the fund hereafter provided to pay the principal and interest of such bonds. Prior to the preparation of definitive bonds the commission may, under like restrictions, issue temporary bonds or may, under like restrictions, issue temporary bonds or interim certificates without coupons, of any denomination whatsoever, exchangeable for definitive bonds when such bonds that have been executed are available for delivery.

(b) In addition to the method of payment provided in subsection (a) of this section, the commission and its successors and assigns are hereby authorized to provide for the payment of the cost of dismantling one bridge and of constructing as a replacement therefor a new bridge (including necessary approaches and approach highways)

either entirely from a construction fund created in accordance with section 6 of this Act or from both such construction fund and from bonds issued and sold in accordance with subsection (a) of this section. The cost of any bridge constructed under this subsection (together with approaches and approach highways) shall include all costs and expenses included in the case of a bridge constructed under authority of subsection (a) of this section (including its approaches and approach highways).

* * * * *

SEC. 6. The rates and schedule of toll to be charged for the use of such bridge or bridges, in accordance with the Act of Congress approved March 23, 1906, shall be continuously adjusted and maintained so as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge or bridges and approaches under economical management, and to provide a fund sufficient to pay the principal and interest of such bonds as the same shall fall due and the redemption or repurchase price of all or any thereof redeemed or repurchased before maturity as herein provided **[.]** and, *if the Commission determines it advisable to do so, to provide a construction fund specifically to pay the cost of dismantling one bridge and constructing a new bridge to replace it as authorized by subsection (b) of section 5 of this Act.* All tolls and other revenues from said bridge or bridges are hereby pledged to such uses and to the application thereof as hereinafter in this section required. After payment or provision for payment therefrom of all such cost of maintenance, repair, and operation, and the reservation of an amount of money estimated to be sufficient for the same purpose during an ensuing period of not more than six months, the remainder of tolls collected shall be placed in a fund, at intervals to be determined by the commission prior to the issuance of the bonds, to pay the principal and interest of such bonds. *If no bonds or notes are outstanding or if a sinking fund specifically for payment of all outstanding bonds and notes shall have been provided, the remainder of such tolls may, if the Commission determines it advisable to do so, be placed in a construction fund for use in accordance with subsection (b) of section 5 of this Act.* An accurate record of the cost of the bridge or bridges and approaches; the expenditures for maintaining, repairing, and operating the same; and of the daily tolls collected, shall be kept and shall be available for the information of all persons interested. The commission shall classify in a reasonable way all traffic over the bridge or bridges so that the tolls shall be so fixed and adjusted by it as to be uniform in the application thereof to all traffic falling within reasonable classes, regardless of the status or character of any person, firm, or corporation participating in such traffic, and shall prevent all use of such bridge or bridges for traffic except upon payment of tolls so fixed and adjusted. No toll shall be charged officials or employees of the Commission, nor shall toll be charged officials of the Government of the United States while in the discharge of duties incident to their office or employment, nor shall toll be charged members of the fire department or peace officers when engaged in the performance of their official duties.

Within a reasonable time after the construction of any bridge or bridges, or the acquisition of any bridge or bridges, the commission shall file with the Public Roads Administration of the Federal Works Agency a sworn itemized statement showing the cost of constructing or purchasing the bridge or bridges and their approaches, the cost of acquiring any interest in real or other property necessary therefor, and the amount of bonds, debentures, or other evidence of indebtedness issued in connection with the construction or acquisition of said bridge or bridges.

* * * * *

SEC. 8. (a) After payment of the bonds, the notes issued under section 5 of this Act, and the interest, or after a sinking fund sufficient for such payment shall have been provided and shall be held solely for that purpose, *and after any bridge constructed under authority of section 5(b) of this Act shall have been paid for, or sufficient funds are available in the construction fund authorized by section 6 to pay for such bridge*, the commission shall deliver deeds or other suitable instruments of conveyance of the interest of the commission in and to that part of said bridge or bridges within Iowa to the State of Iowa or any municipality or agency thereof as may be authorized by or pursuant to law to accept the same (hereafter referred to as the "Iowa interests"), and that part of said bridge or bridges within Illinois to the State of Illinois or any municipality or agency thereof as may be authorized by or pursuant to law to accept the same (hereafter referred to as the "Illinois interests"), under the condition that the bridge or bridges shall thereafter be free of tolls and be properly maintained, operated, and repaired by the Iowa interests and the Illinois interests, as may be agreed upon; but if the Iowa or Illinois interests, as the case may be, fail to accept, or are not authorized to accept, their respective portions of said bridge or bridges, then the commission may deliver deeds, or other suitable instruments of conveyance of said portions, to any other interest which may accept and may be authorized to accept the same, under the condition that the bridge or bridges shall thereafter be free of toll and be properly maintained, operated, and repaired by said interests to whom said conveyances are delivered; but if either the Iowa interests, or the Illinois interests, or any other interest hereinabove mentioned shall not be authorized to accept or shall not accept the same under such conditions, then the bridge or bridges shall continue to be owned, maintained, operated, and repaired by the commission as a free bridge, until such time as the Iowa interests, the Illinois interests, or any other interest hereinabove mentioned, shall be authorized to accept and shall accept such conveyance under such conditions. The rate or rates of toll for crossing any bridge now existing or hereafter constructed which abuts upon or enters into the corporate limits of the city of Clinton, Iowa, shall not be reduced below the rate or rates now in effect on existing bridges so long as any indebtedness of said commission for the account of any bridge or bridges shall be outstanding and unpaid. Before deeds or other suitable instruments of conveyance are offered to the Iowa interests and the Illinois interests for acceptance, the commission shall place the bridge or bridges in a state of re-

pair which will meet the approval of the Highway Departments of the States of Iowa and Illinois, and if in the opinion of said highway departments said bridge or bridges will need repainting within two years after the date of conveyance of title, the commission shall turn over to the Iowa interests and the Illinois interests sufficient funds to pay the cost of repainting.

(b) Notwithstanding any restrictions or limitation imposed by the Act entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes", approved July 11, 1916, or by the Federal Highway Act, or by an Act amendatory of or supplemental to either thereof, the Federal Works Administrator or any other Federal department or agency of the United States Government may extend Federal aid under such Acts for the construction of said bridge or bridges out of any moneys allocated to the State of Iowa with the consent of the State highway commission of said State, and out of moneys allocated to the State of Illinois with the consent of the department of highways of said State.

* * * * *

SECOND PARAGRAPH UNDER THE HEADING "MISSOURI RIVER BASIN" OF THE ACT APPROVED DECEMBER 30, 1963

(77 Stat. 840)

MISSOURI RIVER BASIN

An additional sum of \$80,000,000 for the prosecution of the comprehensive plan for flood control and other purposes in the Missouri River Basin, authorized by the Flood Control Act of June 28, 1938, as amended and supplemented.

The comprehensive plan for flood control and other purposes in the Missouri River Basin, authorized by the Flood Control Act of June 28, 1938, as amended and supplemented, is further modified to include such bank protection or rectification works at or below the Garrison Reservoir as in the discretion of the Chief of Engineers and the Secretary of the Army may be found necessary, at an estimated cost of **[\$3,000,000]** \$7,040,000.

SECTION 313 OF THE ACT APPROVED OCTOBER 27, 1965

(79 Stat. 1073)

SEC. 313. The Secretary of the Army shall transmit to the Committees on Public Works of the Senate and the House of Representatives not later than June 30, **[1968]** 1969, a suggested draft of legislation revising and codifying the general and permanent laws relating to civil works projects by the Corps of Engineers for navigation, beach

erosion control, flood control, and related water resources development. The Secretary shall also submit a report explaining the proposed legislation, and making specific reference to each change in or omission of any provision of existing law.

SECTION 111 OF THE RIVER AND HARBOR ACT OF 1966 (80 Stat. 1417)

SEC. 111. (a) The Secretary of the Interior is hereby authorized to provide for the construction, maintenance, and operation of a bridge, with visitor facilities, over the Washington Channel, from the vicinity of Tenth Street Southwest to East Potomac Park in Washington, District of Columbia. The structure may be so designed and constructed as to provide facilities for the accommodation of visitors to the Nation's Capital area, and to provide convenient and adequate access to East Potomac Park.

(b) The Secretary may obtain and use such lands or interests therein owned, controlled, or administered by the District of Columbia, the District of Columbia Redevelopment Land Agency, the Corps of Engineers, or any other Government agency, with the prior consent of such agency or agencies, as he shall consider necessary for the construction and operation of said bridge, without cost or reimbursement. Before construction is commenced, the location and plans for the bridge shall be approved by the Chief of Engineers and the Secretary of the Army subject to such conditions as they may prescribe, in accordance with section 502(b) of the General Bridge Act of 1946 (33 U.S.C. 525b).

(c) The Secretary is authorized to enter into appropriate arrangements for the construction and operation of the bridge in accordance with the authority contained in section 3 of the Act of August 25, 1916 (39 Stat. 535), as amended, except that any such arrangements need not be limited to a maximum term of thirty years. The bridge, at all times, shall be under the jurisdiction of the Secretary of the Interior, and shall be administered, operated, maintained, and policed as a part of the park system of the National Capital.

(d) The Secretary of the Interior shall cooperate with other Federal and local agencies with respect to the construction and operation of the bridge by him and the construction and operation of associated facilities by such other Federal and local agencies including the District of Columbia Redevelopment Land Agency which shall enter into appropriate arrangements by negotiation or public bid to (i) lease all or part of the land bounded by Maine Avenue, Ninth Street and the Southwest Freeway, Southwest, to provide for the construction, maintenance and operation of a structured automobile parking facility designed to accommodate visitors to East Potomac Park and (ii) provide for the construction of (a) a public park or overlook, which park is to be maintained and operated by the National Park Service; and (b) roads providing access to the Tenth Street Mall from the Southwest Freeway and to and from Ninth Street, Southwest, which roads shall be maintained and operated by the District of Columbia. Any lease of the aforementioned area, executed by the District of Columbia

Redevelopment Land Agency, shall provide appropriate easements for the construction, maintenance and operation of the aforesaid public park and roadways. Local agencies may enter into arrangements with the person, persons, corporation or corporations, as the Secretary may select pursuant to subsection (c) hereof for the construction and operation of necessary associated facilities otherwise authorized.

(e) (1) There is hereby established an advisory committee, which shall be composed of the Chairman, National Capital Planning Commission; the Chairman, Commission of Fine Arts; the President, Board of Commissioners of the District of Columbia; the Chief of Engineers, United States Army; the Chairman, District of Columbia Redevelopment Land Agency; and three members to be appointed by the Secretary of the Interior from among the residents of the Metropolitan Washington area. The ex-officio members of the Committee may be represented by their designees.

(2) Members of the Committee shall serve without compensation, but the Secretary is authorized to pay any expenses reasonably incurred by the Committee in carrying out its responsibilities under this section.

(3) The Secretary shall designate one member of the Committee to be Chairman. The Committee shall act and advise by the affirmative vote of a majority of its members.

(4) The secretary or his designee shall, from time to time, consult with and obtain the advice of the Committee with respect of matters relating to the design, construction, and operation of the bridge and any associated facilities.

(f) The construction and operation of the bridge shall be at no expense to the Federal Government, and there are hereby authorized to be appropriated such sums as may be necessary for maintenance of the bridge and to carry out the other purposes of this section.

(g) *The Secretary of the Interior shall conduct a study of those areas in the vicinity of the Washington Channel in the District of Columbia suitable for public visitor parking facilities. Such study shall, among others, consider existing and future visitation, multiple and alternative areas, methods for providing such facilities, and estimated costs and revenues to be derived therefrom. Not later than one hundred and eighty days after the date funds are appropriated to carry out such study, the Secretary shall submit to the President and Congress a report thereon together with his recommendations, including necessary legislation, if any. There is authorized to be appropriated not to exceed \$100,000 to carry out this subsection.*

Union Calendar No. 689

90TH CONGRESS
2D SESSION

S. 3710

[Report No. 1709]

IN THE HOUSE OF REPRESENTATIVES

JULY 3, 1968

Referred to the Committee on Public Works

JULY 11, 1968

Reported with an amendment, committed to the Committee of the Whole House
on the State of the Union, and ordered to be printed

[Strike out all after the enacting clause and insert the part printed in italic]

AN ACT

Authorizing the construction, repair, and preservation of certain
public works on rivers and harbors for navigation, flood control,
and other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **TITLE I—RIVERS AND HARBORS**

4 **SEC. 101.** That the following works of improvement of
5 rivers and harbors and other waterways for navigation, flood
6 control, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the

1 Army and supervision of the Chief of Engineers, in accord-
 2 ance with the plans and subject to the conditions recom-
 3 mended by the Chief of Engineers in the respective reports
 4 hereinafter designated: *Provided*, That the provisions of sec-
 5 tion 4 of the River and Harbor Act approved March 2, 1945
 6 (Public Law Numbered 14, Seventy-ninth Congress, first
 7 session), shall govern with respect to projects authorized in
 8 this title; and the procedures therein set forth with respect
 9 to plans, proposals, or reports for works of improvement for
 10 navigation or flood control and for irrigation and purposes
 11 incidental thereto, shall apply as if herein set forth in full:

12 NAVIGATION

13 Ipswich River, Massachusetts: House Document Num-
 14 bered 265, Ninetieth Congress, at an estimated cost of \$616,-
 15 000;

16 Fall River Harbor, Massachusetts and Rhode Island:
 17 House Document Numbered 175, Ninetieth Congress, at an
 18 estimated cost of \$8,762,000;

19 Bristol Harbor, Rhode Island: House Document Num-
 20 bered 174, Ninetieth Congress, at an estimated cost of \$872,-
 21 000;

22 Port Jefferson Harbor, New York: House Document
 23 Numbered 277, Ninetieth Congress, at an estimated cost of
 24 \$2,455,000;

25 Hempstead Harbor, New York: House Document Num-

bered 101, Ninetieth Congress, at an estimated cost of \$703,000;

Cooper River, Charleston Harbor, South Carolina: Senate Document Numbered , Ninetieth Congress: *Provided*, That nothing in this Act shall be construed as authorizing the proposal of the Chief of Engineers set forth in said document except that part of the recommendation which provides for negotiations with the South Carolina Public Service Authority to limit flows through Pinopolis Dam, *Provided*, further that authority for such negotiations shall not extent beyond April 1, 1976.

Miami Harbor, Florida: Senate Document Numbered , Ninetieth Congress, at an estimated cost of \$6,476,000;

Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana: House Document Numbered 155, Ninetieth Congress, at an estimated cost of \$8,645,000;

Red River Waterway, Louisiana, Texas, Arkansas, and Oklahoma: House Document Numbered 304, Ninetieth Congress, at an estimated cost of \$471,223,000: *Provided*, That construction of the bank stabilization works in the reach of the river extending from Index, Arkansas, to Denison Dam, Texas, shall not be initiated under the President has approved a report prepared by the Secretary of the Army reexamining the Federal responsibility for such works;

Mississippi River Gulf Outlet, Michoud Canal, Louisiana:

1 Senate Document Numbered , Ninetieth Congress, at an
2 estimated cost of \$1,300,000;

3 Wilson Harbor, New York: House Document Num-
4 bered 112, Ninetieth Congress, at an estimated cost of
5 \$198,000;

6 Cattaraugus Creek Harbor, New York: House Docu-
7 ment Numbered 97, Ninetieth Congress, at an estimated cost
8 of \$1,315,000;

9 Hamlin Beach State Park, New York: House Docu-
10 ment Numbered , Ninetieth Congress, at an estimated
11 cost of \$500,000;

12 Forestville Harbor, Michigan: House Document Num-
13 bered 183, Ninetieth Congress, at an estimated cost of
14 \$538,000;

15 Tawas Bay Harbor, Michigan: House Document Num-
16 bered 189, Ninetieth Congress, at an estimated cost of
17 \$466,000;

18 Detroit River, Trenton Channel, Michigan: House Docu-
19 ment Numbered 338, Ninetieth Congress, at an estimated
20 cost of \$31,300,000;

21 Snohomish River (Everett Harbor), Washington: House
22 Document Numbered , Ninetieth Congress, at an esti-
23 mated cost of \$1,108,000;

24 Humboldt Harbor and Bay, California: House Docu-

1 ment Numbered 330, Ninetieth Congress, at an estimated
2 cost of \$2,430,000;

3 Port Hueneme, California: House Document Num-
4 bered , at an estimated Federal cost of \$1,000,000;

5 Ventura Marina, California: House Document Num-
6 bered , at an estimated Federal cost of \$1,540,000;

7 Kake Harbor, Alaska: Senate Document Numbered
8 70, Ninetieth Congress, at an estimated cost of \$1,760,000;

9 King Cove Harbor, Alaska: Senate Document Num-
10 bered 13, Ninetieth Congress, at an estimated cost of
11 \$522,000;

12 Sergius and Whitestone Narrows, Alaska: Senate Docu-
13 ment Numbered , Ninetieth Congress, at an estimated
14 cost of \$3,030,000;

15 Coasts of Hawaiian Islands, Harbors for Light Draft
16 Vessels; House Document Numbered , Ninetieth Con-
17 gress, at an estimated cost of \$1,256,000.

18 BEACH EROSION

19 Brevard County, Florida: House Document Numbered
20 —, Ninetieth Congress, at an estimated cost of \$680,000.

21 SEC. 102. The project for beach erosion control, Fort
22 Pierce, Florida, authorized by the River and Harbor Act of
23 1965 (79 Stat. 1089, 1092) in accordance with the recom-

1 mendations of the Chief of Engineers in House Document
2 Numbered 84, Eighty-ninth Congress, is hereby modified to
3 provide for construction of the project and periodic nourish-
4 ment for ten years by the Secretary of the Army, acting
5 through the Chief of Engineers. In addition to applicable re-
6 quirements of local cooperation set forth in the aforementioned
7 report of the Chief of Engineers, local interests shall, prior
8 to construction, give assurances satisfactory to the Secretary
9 of the Army that they will—

10 (a) contribute in cash, either in a lump sum prior
11 to initiation of construction or in installments prior to
12 the start of pertinent work items in accordance with con-
13 struction or nourishment schedules, as determined by the
14 Chief of Engineers, all costs of initial construction and
15 periodic nourishment for ten years exclusive of costs
16 assigned to the Federal Government in the aforemen-
17 tioned recommendations of the Chief of Engineers; and
18 (b) hold and save the United States free from dam-
19 ages due to the construction works.

20 SEC. 103. (a) That section 2 of the Act entitled “An
21 Act authorizing the Secretary of War to sell and convey
22 to the town of Marmet, West Virginia, two tracts of land
23 to be used for municipal purposes”, approved July 8, 1942
24 (56 Stat. 651) is hereby amended by deleting the period
25 after the words “related municipal purposes” and inserting

1 thereafter the phrase "including firefighting facilities and
2 structures".

3 (b) The Secretary of the Army is authorized and di-
4 rected to issue to the town of Marmet, West Virginia, with-
5 out monetary consideration therefor, such written instruments
6 as may be necessary to carry out the provisions of this
7 section.

8 SEC. 104: (a) That notwithstanding any other provision
9 of law, the Secretary of the Army or his designee, is author-
10 ized and directed to convey to the State of West Virginia,
11 subject to the terms and conditions hereinafter stated, and
12 to such other terms and conditions as the Secretary of the
13 Army, or his designee, shall deem to be in the public interest,
14 all right, title and interest of the United States in and to
15 certain real property, together with improvements thereon,
16 located at Ohio River locks and dams numbered 16, 19, 20,
17 and 24 in West Virginia as described in section 2 of this Act:
18 *Provided*, That no property shall be conveyed under author-
19 ity of this Act until these locks and dams have been deter-
20 mined by the Secretary to be in excess to the requirements of
21 the Department of the Army and suitable replacement facil-
22 ities are in operation under the Ohio River navigation mod-
23 ernization program: *Provided further*, That the Secretary
24 may make such prior disposition of such facilities and im-

1 improvements on such lands as he deems to be in the best
2 interest of the United States.

3 (b) The real property authorized for conveyance by
4 section 1 of this Act comprise all or portions of such lands
5 and improvements as may be determined excess of four
6 lock and dam projects on the Ohio River in the State of
7 West Virginia and designated as, number 16 (Willow Island
8 Pool) in Tyler County, numbers 19 and 20 (Belleville Pool)
9 in Wood County, and number 21 (Racine Pool) in Jackson
10 County. The exact descriptions and acreage are to be deter-
11 mined by the Secretary by accurate surveys, the cost of
12 which is to be borne by the State of West Virginia.

13 (c) The conveyance authorized herein shall provide
14 that said property shall be used only for public park and
15 recreation purposes and such other uses directly related to
16 programs of the West Virginia Department of Natural Re-
17 sources, and if it ever ceases to be used for such purposes,
18 title to said property shall immediately revert to the United
19 States: *Provided further*, That any deed of conveyance shall
20 also be subject to and include the following additional terms
21 and conditions:

22 1. The State of West Virginia shall pay the United
23 States as consideration for the conveyance 50 per centum
24 of the current fair market value of the property as deter-
25 mined by the Secretary of the Army.

2. There shall be reserved to the United States such flowage easements and rights-of-way for roads and utility lines as the Secretary determines may be required for other navigation projects.

3. Such other restrictions, terms, and conditions as the Secretary deems necessary to protect the interests of the United States.

(d) Any moneys paid for the conveyances referred to herein shall be covered into the United States Treasury as miscellaneous receipts.

SEC. 105. (a) That the Secretary of the Army shall convey, without monetary consideration, to the city of Buffalo, New York, all right, title, and interest of the United States in and to certain real property underlying Lake Erie containing approximately 46.04 acres and more particularly described in section 2 of this Act, on condition that such real property be used for public park and recreational development purposes and if such property shall ever cease to be used for such purposes, title thereto shall revert to the United States.

(b) The real property referred to in this section is more particularly described as follows:

(1) PARCEL E.—Beginning at the point of intersection of the south line of outer lot 39 prolonged and the shoreline of Lake Erie as established in 1846, which point bears south

1 68 degrees 28 minutes west, a distance of 140 feet, more or
2 less from United States Monument (No. 7) which monu-
3 ment is the southeasterly corner of the said outer lot 39;

4 thence southwesterly at right angles with the estab-
5 lished harbor line 1,140 feet, more or less, to the said
6 harbor line;

7 thence northwesterly along said harbor line 1,310
8 feet, more or less, to the point of intersection of said har-
9 bor line and a line at right angles thereto passing
10 through the point of intersection of the shoreline of Lake
11 Erie in 1846 and a line 330 feet northerly at right
12 angles from and parallel with the south line of outer lot
13 36;

14 thence northeasterly at right angles with said harbor
15 line 1,115 feet, more or less, to the shoreline of Lake
16 Erie in 1846;

17 thence southeasterly along said shoreline of Lake
18 Erie 1,320 feet, more or less, to the point of beginning
19 containing 34.04 acres, more or less.

20 (2) PARCEL C-B.—Beginning at the point of intersee-
21 tion of the shoreline of Lake Erie with the northerly line of
22 land deeded to the United States Government, October 21,
23 1846, said line also extending in a due east and west direc-
24 tion and passing through the northwest corner of outer lot 36
25 (United States Monument No. 2); said point of beginning

1 being also 480 feet, more or less, west of the said northwest
2 corner of outer lot 36;

3 thence southeasterly along said shoreline of Lake
4 Erie in 1846 a distance of 470 feet, more or less, to the
5 intersection with a line 330 feet northly at right angles
6 from and parallel with the south line of lot 36, said line
7 being also the north line of lands deeded to the United
8 States Government, September 25, 1847;

9 thence southwesterly at right angles to established
10 harbor line 1,115 feet, more or less, to the established
11 harbor line;

12 thence northwesterly along said harbor line 465
13 feet, more or less, to the point of intersection of said
14 harbor and a line at right angles thereto passing through
15 the point of intersection of the shoreline of Lake Erie in
16 1846 and the line extending in a due east and west direc-
17 tion and passing through the northwest corner of outer
18 lot 36;

19 thence easterly at right angles to established harbor
20 line 1,115 feet, more or less, to the shoreline of Lake
21 Erie in 1846, which is the above referenced point of
22 beginning, containing 11.97 acres, more or less.

23 (c) Any deed of conveyance made pursuant to this
24 Act shall reserve to the United States, so long as may be
25 required, the right to use such lands for a spoil disposal

1 area for materials dredged from the Buffalo Harbor Project,
2 including the right to place structures thereon and to per-
3 form all other actions incident to such use, together with the
4 rights of ingress and egress thereto. Further, said deed shall
5 contain such additional terms and conditions as may be
6 determined by the Secretary of the Army to be necessary
7 to protect the interest of the United States.

8 SEC. 106. ~~(a)~~ That the Chief of Engineers, Department
9 of the Army, under the direction of the Secretary of the
10 Army, shall make an appraisal investigation and study, in-
11 cluding a review of any previous relevant studies and reports,
12 of the Atlantic, Gulf, and Pacific coasts of the United States,
13 the coasts of Puerto Rico and the Virgin Islands, and the
14 shorelines of the Great Lakes, including estuaries and bays
15 thereof, for the purpose of ~~(1)~~ determining areas along such
16 coasts and shorelines where significant erosion occurs; ~~(2)~~
17 identifying those areas where erosion presents a serious prob-
18 lem because the rate of erosion, considered in conjunction
19 with economic, industrial, recreational, agricultural, naviga-
20 tional, demographic, ecological, and other relevant factors,
21 indicates that action to halt such erosion may be justified;
22 ~~(3)~~ describing generally the most suitable type of remedial
23 action for those areas that have a serious erosion problem;
24 ~~(4)~~ providing preliminary cost estimates for such remedial
25 action; ~~(5)~~ recommending priorities among the serious prob-

1 lem areas for action to stop erosion; (6) providing State
2 and local authorities with information and recommendations
3 to assist the creation and implementation of State and local
4 coast and shoreline erosion programs; (7) developing rec-
5 ommended guidelines for land use regulation in coastal areas
6 taking into consideration all relevant factors; and (8) identi-
7 fying coastal areas where title uncertainty exists. The Secre-
8 tary of the Army shall submit to the Congress, as soon as
9 practicable, but not later than three years after the date
10 of enactment of this Act, the results of such appraisal investi-
11 gation and study, together with his recommendations. The
12 views of concerned local, State, and Federal authorities and
13 interests will be taken into account in making such appraisal
14 investigation and study.

15 (b) There are authorized to be appropriated such
16 amounts, not to exceed \$1,000,000, as may be necessary to
17 carry out the provisions of this section.

18 SEC. 107. That the projects for the Illinois Waterway
19 and Grand Calumet River, Illinois and Indiana (Calumet-
20 Sag navigation project), authorized by the River and Harbor
21 Act of July 24, 1946, are hereby modified substantially in
22 accordance with the recommendations of the Chief of Engi-
23 neers in House Document Numbered 45, Eighty-fifth Con-
24 gress, insofar as they apply to existing highway bridges in

1 Part II: Grand Calumet River and Indiana Harbor Canal,
2 at an estimated cost of \$23,265,000.

3 SEC. 108. (a) Steele Bayou, in Warren, Issaquena,
4 Sharkey, and Washington Counties, Mississippi; Washington
5 Bayou, in Issaquena and Washington Counties, Mississippi;
6 and Lake Washington, in Washington County, Mississippi,
7 are hereby declared to be nonnavigable within the meaning
8 of the laws of the United States.

9 (b) The project for navigation on Steele Bayou, Wash-
10 ington Bayou, and Lake Washington, authorized by the
11 River and Harbors Acts of July 5, 1884, August 5, 1886,
12 and June 25, 1910, is hereby deauthorized.

13 SEC. 109. Section 313 of the Act approved October
14 27, 1965 (79 Stat. 1073), is amended by deleting the date
15 "June 30, 1968" and substituting in lieu thereof "June
16 30, 1969".

17 SEC. 110. The Secretary of the Army, acting through
18 the Chief of Engineers, is authorized and directed to review
19 the requirements of local cooperation for the Quachita and
20 Black Rivers navigation project, authorized by the River and
21 Harbor Act of 1950, as amended, with particular reference
22 to Federal and non-Federal cost sharing, and he shall report
23 the findings of such review to Congress within one year after
24 the date of enactment of this Act.

25 SEC. 111. (a) That the Secretary of the Army, acting

1 through the Chief of Engineers, is authorized to enter into
2 agreements with non-Federal public bodies providing for the
3 removal of drift and other debris from public harbors and
4 associated channels under the jurisdiction of the Department
5 of the Army, and from adjacent land areas up to the line of
6 ordinary high water.

7 (b) Each such agreement shall provide that:

8 (1) The Secretary of the Army, acting through the
9 Chief of Engineers, shall collect drift and other debris, and
10 transport it by water to agreed upon staging or disposal
11 areas.

12 (2) The non-Federal public body shall (a) provide the
13 necessary staging or disposal areas; (b) provide and operate
14 any agreed upon facilities for the disposal, including incinera-
15 tion, of the collected materials, such incineration to be in
16 accordance with applicable air pollution standards; (c) take
17 measures satisfactory to the Secretary of the Army providing
18 for the removal or repair of deteriorated docks, piers, slips,
19 and other port facilities which may contribute to the drift and
20 other debris to be removed; (d) establish regulations satis-
21 factory to the Secretary of the Army preventing the dumping
22 of trash, garbage, or other debris into the harbor or into
23 streams or onto adjoining land areas from which such mate-
24 rial would be carried into the area covered by the agreement
25 and providing for maintenance and operation of port facilities

1 in such a manner as to prevent the deposition of drift and
2 other debris.

3 ~~(3)~~ Each such agreement may also include such other
4 terms and conditions as the Secretary deems appropriate.

5 (c) The Federal participation in the program authorized
6 in this Act shall be financed from funds appropriated to the
7 Department of the Army for operation and maintenance of
8 flood control and river and harbor works.

9 (d) The provisions of this Act shall not be applicable to
10 any Federal project heretofore authorized for the removal
11 and disposal of drift and other debris from harbors and
12 channels.

13 SEC. 412. The Secretary of the Army is hereby author-
14 ized and directed to cause surveys to be made at the follow-
15 ing locations and subject to all applicable provisions of section
16 410 of the River and Harbor Act of 1950:

17 Back River, Maryland, from Chesapeake Bay to the
18 city of Baltimore's waste water treatment plants.

19 The nature and scope of the problems which result
20 from stream bank erosion throughout the United States;
21 the reports thereon to be accompanied by findings as to
22 the need for, and the feasibility of, a coordinated Federal
23 program of stream bank stabilization in the interest of
24 reducing damages resulting from the deposition of sedi-
25 ments in reservoirs and waterways, and the destruction

of channels and adjacent lands, including consideration of local participation in such a program.

SEC. 113. Title I of this Act may be cited as the "River and Harbor Act of 1968".

TITLE II—FLOOD CONTROL

SEC. 201. Section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, except as otherwise provided by law: *Provided*, That the authorization for any flood control project herein adopted requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Secretary of the Army or his designee of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 4 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect

1 to projects authorized in this Act, and the procedures therein
2 set forth with respect to plans, proposals, or reports for
3 works of improvement for navigation or flood control and
4 for irrigation and purposes incidental thereto shall apply as
5 if herein set forth in full.

6 SEC. 203. The following works of improvement for the
7 benefit of navigation and the control of destructive flood-
8 waters and other purposes are hereby adopted and author-
9 ized to be prosecuted under the direction of the Secretary
10 of the Army and supervision of the Chief of Engineers
11 in accordance with the plans in the respective reports here-
12 inafter designated and subject to the conditions set forth
13 therein: *Provided*, That the necessary plans, specifications,
14 and preliminary work may be prosecuted on any project
15 authorized in this title with funds from appropriations here-
16 after made for flood control so as to be ready for rapid
17 inauguration of a construction program: *Provided further*,
18 That the projects authorized herein shall be initiated as
19 expeditiously and prosecuted as vigorously as may be con-
20 sistent with budgetary requirements. Penstocks and other
21 similar facilities adapted to possible future use in the devel-
22 opment of hydroelectric power shall be installed in any
23 dam authorized in this Act for construction by the Depart-
24 ment of the Army when approved by the Secretary of the

1 Army on the recommendation of the Chief of Engineers and
2 the Federal Power Commission.

3 CONNECTICUT RIVER BASIN

4 The project for the Beaver Brook Dam and Reservoir,
5 Beaver Brook, New Hampshire, is hereby authorized sub-
6 stantially in accordance with the recommendations of the
7 Chief of Engineers in Senate Document Numbered 68, Nine-
8 tieth Congress, at an estimated cost of \$1,185,000.

9 The project for flood protection on Park River, Con-
10 necticut, is hereby authorized substantially in accordance
11 with the recommendations of the Chief of Engineers in Senate
12 Document Numbered 43, Ninetieth Congress, at an estimated
13 cost of \$30,300,000.

14 LONG ISLAND SOUND

15 The project for flood protection on Norwalk River,
16 Connecticut and New York, is hereby authorized substan-
17 tially in accordance with the recommendations of the Chief
18 of Engineers in Senate Document Numbered 51, Ninetieth
19 Congress, at an estimated cost of \$2,700,000.

20 DELAWARE ATLANTIC COASTAL AREA

21 The project for hurricane-flood protection and beach ero-
22 sion control along the Delaware Coast from Cape Henlopen
23 to Fenwick Island, at the Delaware-Maryland State Line, is
24 hereby authorized substantially in accordance with the ree-

1 ommendations of the Chief of Engineers in Senate Document
2 Numbered , Ninetieth Congress, at an estimated cost
3 of \$5,584,000.

4 RAPPAHANNOCK RIVER BASIN

5 The project for the Salem Church Dam and Reservoir
6 Rappahannock River, Virginia, is hereby modified substan-
7 tially in accordance with the recommendations of the Chief
8 of Engineers in Senate Document Numbered 37, Ninetieth
9 Congress, at an estimated cost of \$79,500,000.

10 CAPE FEAR RIVER BASIN

11 The project for the Randleman Dam and Reservoir,
12 Deep River, North Carolina, is hereby authorized substan-
13 tially in accordance with the recommendations of the Chief
14 of Engineers in Document Numbered , Ninetieth
15 Congress, at an estimated cost of \$19,463,000.

16 The project for the Howard Mill Dam and Reservoir,
17 Deep River, North Carolina, is hereby authorized substan-
18 tially in accordance with the recommendations of the Chief
19 of Engineers in Document Numbered , Ninetieth
20 Congress, at an estimated cost of \$12,460,000.

21 SOUTH ATLANTIC COASTAL AREA

22 The project for beach erosion control and hurricane flood
23 protection of Dade County, Florida, is hereby authorized
24 substantially in accordance with the recommendations of

1 the Chief of Engineers in House Document Numbered 335,
2 Ninetieth Congress, at an estimated cost of \$11,805,000.

3 HILLSBOROUGH BAY, FLORIDA

4 The project for hurricane-flood control protection on
5 Hillsborough Bay, Florida, is hereby authorized substantially
6 in accordance with the recommendations of the Chief of En-
7 gineers in House Document Numbered 313, Ninetieth
8 Congress, at an estimated cost of \$9,909,000: *Provided,*
9 That construction of the barrier across Hillsborough Bay
10 shall not be undertaken until the Chief of Engineers com-
11 pletes further detailed studies covering related water re-
12 source problems, including a comprehensive model study of
13 the entire Tampa Bay area.

14 PASCAGOULA RIVER BASIN

15 The project for the Tallahala Creek Dam and Reservoir,
16 Tallahala Creek, Mississippi, is hereby authorized sub-
17 stantially in accordance with the recommendations of the
18 Chief of Engineers in House Document Numbered 143,
19 Ninetieth Congress, to an estimated cost of \$16,360,000.

20 LOWER MISSISSIPPI RIVER BASIN

21 The project for flood control and improvement of the
22 lower Mississippi River, adopted by the Act of May 15, 1928
23 (45 Stat. 534), as amended and modified, is hereby further
24 modified and expanded to include the following items:

1 (a) The project for the St. Francis River Basin, Ar-
2 kansas and Missouri, authorized by the Flood Control Act ap-
3 proved June 15, 1936 (Public Law 74-678), as modified by
4 subsequent Acts of Congress, including the Flood Control
5 Act of 1965. Public Law 89-298 is hereby further modified
6 to provide that the requirements of local cooperation for the
7 improvements authorized in the Flood Control Act of 1965,
8 shall conform to those requirements for local cooperation
9 in the Saint Francis River Basin authorized in previous Acts
10 of Congress, substantially as recommended by the Chief of
11 Engineers in Senate Document Numbered 11, Ninetieth
12 Congress.

13 (b) Improvements in the Boeuf and Tensas Rivers and
14 Bayou Macon Basin to divert flows that would otherwise
15 enter Lake Chicot, Arkansas, substantially in accordance
16 with the recommendations of the Chief of Engineers in
17 House Document Numbered 168, Ninetieth Congress, at an
18 estimated cost of \$15,240,000.

19 (c) Improvements in the Belle Fountain ditch and
20 tributaries, Missouri, and Drainage District Number 17,
21 Arkansas, substantially in accordance with the recommenda-
22 tions of the Chief of Engineers in House Document Num-
23 bered 339, Ninetieth Congress, at an estimated cost of
24 \$4,638,000.

25 (d) Yazoo River, Mississippi. House Document Num-

bered , Ninetieth Congress, at an estimated cost of
\$52,147,000.

WHITE RIVER BASIN

The project for flood protection on Crooked Creek at
and in the vicinity of Harrison, Arkansas, is hereby author-
ized substantially in accordance with the recommendations
of the Chief of Engineers in Senate Document Numbered 28,
Ninetieth Congress, at an estimated cost of \$2,840,000.

BRAZOS RIVER BASIN

The project for the Aquilla Dam and Reservoir, Aquilla
Creek, Texas, is hereby authorized substantially in accord-
dance with the recommendations of the Chief of Engineers
in Senate Document Numbered 52, Ninetieth Congress, at
an estimated cost of \$23,612,000.

NAVASOTA RIVER BASIN

The project for flood protection on the Navasota River,
Texas, is hereby authorized substantially in accordance with
the recommendations of the Chief of Engineers in House
Document Numbered , Ninetieth Congress, at an esti-
mated cost of \$119,707,000: *Provided*, That construction of
the Navasota Numbered 2 Reservoir shall not be initiated
until the President has approved a report prepared by the
Secretary of the Army reexamining the basis on which the
project was formulated.

1 CLEAR CREEK, TEXAS

2 The project for flood protection on Clear Creek, Texas,
3 is hereby authorized substantially in accordance with the
4 recommendations of the Chief of Engineers in House Docu-
5 ment Numbered , Ninetieth Congress, at an estimated
6 cost of \$12,600,000.

7 PECAN BAYOU, TEXAS

8 The project for flood protection on Pecan Bayou, Texas,
9 is hereby authorized substantially in accordance with the
10 recommendations of the Chief of Engineers in House Docu-
11 ment Numbered , Ninetieth Congress at an estimated
12 cost of \$24,861,000.

13 GULF OF MEXICO

14 The project for hurricane-flood control at Texas City and
15 vicinity, Texas, is hereby authorized substantially in ac-
16 cordance with the recommendations of the Chief of Engi-
17 neers in House Document Numbered 487, Ninetieth Con-
18 gress, at an estimated cost of \$10,990,000.

19 UPPER MISSISSIPPI RIVER BASIN

20 The project for flood protection on the Mississippi River
21 from Cassville, Wisconsin, to mile 300, is hereby authorized
22 substantially in accordance with the recommendations of the
23 Chief of Engineers in House Document Numbered ;
24 Ninetieth Congress at an estimated cost of \$21,300,000.

25 The project for flood protection of State Road and Ebner

1 Coulees, city of LaCrosse and Shelby Township, Wisconsin,
2 is hereby authorized substantially in accordance with the rec-
3 ommendations of the Chief of Engineers in House Document
4 Numbered , Ninetieth Congress at an estimated cost of
5 \$6,849,000.

6 The project for flood protection on the South Branch of
7 the Wild Rice River and Felton Ditch, Minnesota, is hereby
8 authorized substantially in accordance with the recommenda-
9 tions of the Chief of Engineers in House Document Num-
10 bered 98, Ninetieth Congress, at an estimated cost of
11 \$1,230,000.

12 OHIO RIVER BASIN

13 The project for flood protection and other purposes in
14 the Wabash River Basin, Illinois, Indiana, and Ohio, is
15 hereby authorized substantially in accordance with the rec-
16 ommendations of the Chief of Engineers in Senate Document
17 Numbered , Ninetieth Congress, at an estimated cost of
18 \$115,740,000.

19 The project for flood protection on the Ohio River in
20 Southwestern Jefferson County, Kentucky, is hereby au-
21 thorized substantially in accordance with the recommenda-
22 tions of the Chief of Engineers in House Document Num-
23 bered 340, Ninetieth Congress, at an estimated cost of
24 \$19,800,000.

25 The project for the Utica Dam and Reservoir and flood

1 protection at Newark, Licking River Basin, Ohio, is hereby
 2 authorized substantially in accordance with the recommenda-
 3 tions of the Chief of Engineers in House Document Num-
 4 bered 337 Ninetieth Congress, at an estimated cost of
 5 \$32,953,000.

6 The project for the Devil Jumps Dam and Reservoir,
 7 Big South Fork of the Cumberland River, Kentucky and
 8 Tennessee, is hereby authorized substantially in accordance
 9 with the recommendations of the Chief of Engineers in House
 10 Document Numbered 175, Eighty-seventh Congress, at an
 11 estimated cost of \$151,000,000.

12 MISSOURI RIVER BASIN

13 The project for the Bear Creek Dam and Reservoir,
 14 South Platte River, Colorado, is hereby authorized substan-
 15 tially in accordance with the recommendations of the Chief
 16 of Engineers in Senate Document Numbered , Ninetieth
 17 Congress, at an estimated cost of \$32,314,000.

18 The project for flood protection on the Big Sioux River
 19 at and in the vicinity of Sioux City, Iowa and South Dakota,
 20 is hereby authorized substantially in accordance with the
 21 recommendations of the Chief of Engineers in Senate Docu-
 22 ment Numbered , Ninetieth Congress, at an estimated
 23 cost of \$2,750,000: *Provided*, That with respect to that por-
 24 tion of the project above Sioux City, Iowa, approved in
 25 accordance with House Document Numbered 199, Eighty-

1 eighth Congress, in the Flood Control Act of 1965 (Public
2 Law 89-298), there shall be mutual agreement between the
3 States of Iowa and South Dakota on a flood control plan and
4 a plan for mitigation of fish and wildlife losses with respect
5 to said portion within three months following completion of
6 the reservoir study for the upper basin of the Big Sioux River
7 and the Rock River now underway and receipt of copies of
8 said report by the Governors of the States of Iowa and South
9 Dakota: *And provided further*, That if said mutual agree-
10 ment is not reached within said time, approval of said flood
11 control plan and plan for mitigation of fish and wildlife losses
12 shall be made by a committee consisting of one representative
13 each appointed by the Chief of Engineers, the Secretary of
14 Interior, and the Secretary of Agriculture.

15 The project for flood protection and other purposes in
16 the Papillion Creek Basin, Nebraska, is hereby authorized
17 substantially in accordance with the recommendations of the
18 Chief of Engineers in House Document Numbered ;
19 Ninetieth Congress, at an estimated cost of \$26,800,000.

20 The project for the Davids Creek Dam and Reservoir,
21 Nishnabotna River, Iowa, is hereby authorized substantially
22 in accordance with the recommendations of the Chief of En-
23 gineers in House Document Numbered 142, Ninetieth Con-
24 gress, at an estimated cost of \$2,040,000.

25 The project for flood control and other purposes on the

1 Little Blue River in the vicinity of Kansas City, Missouri, is
 2 hereby authorized substantially in accordance with the rec-
 3 ommendations of the Chief of Engineers in House Document
 4 Numbered 469, Ninetieth Congress, at an estimated cost of
 5 \$38,492,000.

6 The second paragraph under the heading "Missouri
 7 River Basin" of the Act entitled "An Act authorizing addi-
 8 tional appropriations for the prosecution of comprehensive
 9 plans for certain river basins", approved December 30, 1963
 10 (77 Stat. 840), is hereby amended to read as follows:

11 "The comprehensive plan for flood control and other
 12 purposes in the Missouri River Basin, authorized by the
 13 Flood Control Act of June 28, 1938, as amended and sup-
 14 plemented, is further modified to include such bank protec-
 15 tion or rectification works at or below the Garrison Reservoir
 16 as in the discretion of the Chief of Engineers and the Secre-
 17 tary of the Army may be found necessary, at an estimated
 18 cost of \$7,040,000."

19 JORDAN RIVER BASIN

20 The project for the Little Dell Dam and Reservoir, Salt
 21 Lake City Streams, Utah, is hereby modified substantially in
 22 accordance with the recommendations of the Chief of Engi-
 23 neers in Senate Document Numbered 53, Ninetieth Con-
 24 gress, at an estimated cost of \$22,664,000.

SACRAMENTO RIVER BASIN

The project for flood protection on the Feather River at Chester, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 344, Ninetieth Congress, at an estimated cost of \$940,000.

SANTA ANA RIVER BASIN

The project for flood protection, and other purposes on Cucamonga Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 323, Ninetieth Congress, at an estimated cost of \$26,300,000.

SAN FRANCISCO BAY AREA

The project for flood control on Alhambra Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 336, Ninetieth Congress, at an estimated cost of \$8,000,000.

SWEETWATER RIVER BASIN

The project for flood control on the Sweetwater River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 448, Ninetieth Congress, at an estimated cost of \$4,900,000.

1 TANANA RIVER BASIN

2 The project for flood control in the Tanana River Basin
3 in the vicinity of Fairbanks, Alaska, is hereby modified sub-
4 stantially in accordance with the recommendations of the
5 Chief of Engineers in Senate Document Numbered ;
6 Ninetieth Congress, at an estimated additional cost of
7 \$111,700,000.

8 IAO STREAM, HAWAII

9 The project for flood protection and other purposes on
10 Iao Stream, Hawaii, is hereby authorized substantially in
11 accordance with the recommendations of the Chief of Engi-
12 neers in House Document Numbered 451, Ninetieth Con-
13 gress, at an estimated cost of \$1,660,000.

14 SEC. 204. The Secretary of the Army, acting through
15 the Chief of Engineers, is authorized to provide such school
16 facilities as he may deem necessary for the education of
17 dependents of persons engaged in the construction of the
18 Dworshak Dam and Reservoir project, Idaho, and to pay for
19 the same from any funds available for such project. When he
20 determines it to be in the public interest, the Secretary, act-
21 ing through the Chief of Engineers, may enter into coopera-
22 tive arrangements with local and Federal agencies for the
23 operation of such Government facilities, for the expansion
24 of local facilities at Federal expense, and for contributions
25 by the Federal Government to cover the increased cost to

1 local agencies of providing the educational services required
2 by the Government.

3 SEC. 205. That, notwithstanding the first proviso in
4 section 204 of the Act entitled "An Act authorizing the
5 construction, repair, and preservation of certain public
6 works on rivers and harbors for navigation, flood control,
7 and for other purposes", approved July 3, 1958 (72 Stat.
8 305), the authorization in section 203 of such Act of
9 projects for local protection on the Weber River, Utah, shall
10 expire on April 16, 1972, unless local interests shall before
11 such date furnish assurances satisfactory to the Secretary of
12 the Army that the required local cooperation in such project
13 will be furnished.

14 SEC. 206. That, notwithstanding the first proviso in sec-
15 tion 204 of the Act entitled "An Act authorizing the con-
16 struction, repair, and preservation of certain public works on
17 rivers and harbors for navigation, flood control, and for other
18 purposes", approved July 3, 1958 (72 Stat. 305), the au-
19 thorization in section 203 of such Act of projects for local
20 protection on the Pecos River at Carlsbad, New Mexico, shall
21 expire on May 19, 1972, unless local interests shall before
22 such date furnish assurances satisfactory to the Secretary of
23 the Army that the required local cooperation in such project
24 will be furnished.

25 SEC. 207. The project for flood protection on the Gila

1 River below Painted Rock Reservoir, Arizona, authorized
2 by the Flood Control Act of 1962 (76 Stat. 1180, 1190),
3 substantially in accordance with the recommendations of the
4 Chief of Engineers in Senate Document Numbered 116,
5 Eighty-seventh Congress, is hereby modified to provide
6 that local cooperation shall consist of the requirements that,
7 prior to construction, local interests give assurances satis-
8 factory to the Secretary of the Army that they will: (a)
9 make a cash contribution of \$700,000, to be paid either in
10 a lump sum prior to initiation of construction or in install-
11 ments prior to the start of pertinent work items in accord-
12 ance with construction schedules, as determined by the Chief
13 of Engineers: *Provided*, That the reasonable value, as de-
14 termined by the Chief of Engineers, of any lands, ease-
15 ments, rights-of-way, and relocations, furnished by the local
16 interests shall be deducted from the required cash contribu-
17 tion; (b) Hold and save the United States free from dam-
18 ages due to the construction works; (c) Maintain and oper-
19 ate all works after completion in accordance with regula-
20 tions prescribed by the Secretary of the Army.

21 SEC. 208. (a) Whenever any State, or any agency or
22 instrumentality of a State or local government, or any non-
23 profit incorporated body organized or chartered under the
24 law of the State in which it is located, or any nonprofit
25 association or combination of such bodies, agencies or in-

1 instrumentalities, shall undertake to secure any lands or in-
2 terests therein as a site for the resettlement of families,
3 individuals, and business concerns displaced by a river and
4 harbor improvement, flood control or other water resource
5 project duly authorized by Congress, and when it has been
6 determined by the Secretary of the Army that the State is
7 unable to acquire necessary lands or interests in lands or
8 is unable to acquire such lands or interests in lands with
9 sufficient promptness, the Secretary, upon the request of the
10 Governor of the State in which such site is located, and after
11 consultation with appropriate Federal, State, interstate, re-
12 gional, and local departments and agencies, is authorized, in
13 the name of the United States and prior to the approval of
14 title by the Attorney General, to acquire, enter upon, and take
15 possession of such lands or interests in lands by purchase, do-
16 nation, condemnation or otherwise in accordance with the
17 laws of the United States (including the Act of February 26,
18 1931 (46 Stat. 1421)): *Provided*, That unless otherwise
19 authorized by law, all expenses of said acquisition and any
20 award that may be made under a condemnation proceeding,
21 including costs of examination and abstract of title, certificate
22 of title, appraisal, advertising, and any fees incident to
23 acquisition, shall be paid by such State or body, agency or
24 instrumentality from any available funds, regardless of source.

1 Pending such payment, the Secretary may expend from any
2 funds heretofore or hereafter appropriated for the project
3 occasioning such acquisition such sums as may be necessary
4 to carry out this section. To secure payment, the Secretary
5 may require any such State or agency, body or instrumen-
6 tality to execute a proper bond in such amount as he may
7 deem necessary before acquisition is commenced. Any sums
8 paid to the Secretary by any such State or agency, body or
9 instrumentality shall be deposited in the Treasury to the
10 credit of the appropriation for such project.

11 ~~(b)~~ No acquisition shall be undertaken under the au-
12 thority of this section unless the Secretary has determined,
13 after consultation with appropriate Federal, State, and local
14 governmental agencies that ~~(1)~~ the development of a site
15 is necessary in order to alleviate hardships to displaced per-
16 sons; ~~(2)~~ the location of the site is suitable for develop-
17 ment in relation to present or potential sources of employ-
18 ment; and ~~(3)~~ a plan for development of the site has been
19 approved by appropriate local governmental authorities in
20 the area or community in which such site is located.

21 ~~(c)~~ The Secretary is further authorized and directed
22 by proper deed, executed in the name of the United States,
23 to convey any lands or interests in land acquired in any

1 State under the provisions of this section, to the State, or such
2 public or private nonprofit body, agency or institution in the
3 State as the Governor may prescribe, upon such terms and
4 conditions as may be agreed upon by the Secretary, the Gov-
5 ernor, and the agency to which the conveyance is to be made.

6 SEC. 209. (a) No provision of law heretofore or here-
7 after enacted which limits the number of persons who may
8 be appointed as full-time civilian employees, or temporary
9 and part-time employees, in the executive branch of the
10 Government shall apply to employees of the Tennessee Val-
11 ley Authority engaged in its power program and paid ex-
12 clusively from other than appropriated funds. In applying
13 any such provision of law to other departments and agencies
14 in the executive branch, the number of such employees of
15 the Tennessee Valley Authority shall not be taken into
16 account.

17 (b) No provision of law that seeks to limit expenditures
18 and net lending during the fiscal year ending on June 30,
19 1969, under the Budget of the United States Government,
20 shall apply to expenditures by the Tennessee Valley Au-
21 thority out of the proceeds from its power operations, from
22 the sale of any power program assets, or from power revenue
23 bonds, notes, or other evidences of indebtedness.

1 SEC. 210. The Secretary of the Army is hereby author-
2 ized and directed to cause surveys for flood control and allied
3 purposes, including channel and major drainage improve-
4 ments, and floods aggravated by or due to wind or tidal
5 effects, to be made under the direction of the Chief of En-
6 gineers, in drainage areas of the United States and its terri-
7 torial possessions, which include the localities specifically
8 named in this section. After the regular or formal reports
9 made on any survey authorized by this section are submitted
10 to Congress, no supplemental or additional report or estimate
11 shall be made unless authorized by law except that the Seere-
12 tary of the Army may cause a review of any examination or
13 survey to be made and a report thereon submitted to Con-
14 gress, if such review is required by the national defense or by
15 changed physical or economic conditions.

16 Burnett, Crystal, and Scotts Bays and vicinity, Bay-
17 town Texas, in the interest of flood control, drainage,
18 and related water and land resources, including specifi-
19 cally the problems of general subsidence of the area and
20 flood problems created thereby.

21 Streams at and in the vicinity of the Spring Moun-
22 tain Youth Camp, Spring Mountain Range, Nevada, in
23 the interest of flood control, bank erosion control, and
24 allied purposes.

25 Virgin River, at and in the vicinity of Bunkerville,

Mesquite, and Riverside, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Cuyahoga River from Upper Kent to Portage Trail in Cuyahoga Falls, Ohio, in the interest of flood control, pollution abatement, low flow regulation, and other allied water purposes.

Kalihi Stream, Honolulu, Oahu, Hawaii.

SEC. 244. Title II of this Act may be cited as the "Flood Control Act of 1968".

TITLE III—RIVER BASIN MONETARY AUTHORIZATIONS

SEC. 301. That, (a) in addition to previous authorizations, there is hereby authorized to be appropriated for the prosecution of the comprehensive plan of development of each river basin under the jurisdiction of the Secretary of the Army referred to in the first column below, which was basically authorized by the Act referred to by date of enactment in the second column below, an amount not to exceed that shown opposite such river basin in the third column below:

Basin	Act of Congress	Amount
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and Southern Florida.....	June 30, 1948	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	June 28, 1938	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Ouachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	June 28, 1938	2,000,000

1 ~~(b)~~ The total amount authorized to be appropriated by
 2 this section shall not exceed \$466,000,000.

3 ~~SEC. 302.~~ In addition to the previous authorization, the
 4 completion of the system of flood control reservoirs on the
 5 West Branch Susquehanna River, Pennsylvania, authorized
 6 by the Flood Control Act of 1954, is hereby authorized at
 7 an estimated cost of \$3,000,000.

8 ~~SEC. 303.~~ Title III of this Act may be cited as the
 9 “River Basin Monetary Authorization Act of 1968”.

10 ~~TITLE I—RIVERS AND HARBORS~~

11 ~~SEC. 101.~~ That the following works of improvement of
 12 rivers and harbors and other waterways for navigation, flood
 13 control, and other purposes are hereby adopted and author-
 14 ized to be prosecuted under the direction of the Secretary of
 15 the Army and supervision of the Chief of Engineers, in
 16 accordance with the plans and subject to the conditions rec-
 17 ommended by the Chief of Engineers in the respective reports
 18 hereinafter designated. The provisions of section 1 of the
 19 River and Harbor Act approved March 2, 1945 (Public
 20 Law Numbered 14, Seventy-ninth Congress, first session),
 21 shall govern with respect to projects authorized in this title;
 22 and the procedures therein set forth with respect to plans,
 23 proposals, or reports for works of improvement for navi-
 24 gation or flood control and for irrigation and purposes
 25 incidental thereto, shall apply as if herein set forth in full.

NAVIGATION

1

2 *Ipswich River, Massachusetts: House Document Num-*
3 *bered 265, Ninetieth Congress, at an estimated cost of*
4 *\$616,000;*

5 *Fall River Harbor, Massachusetts and Rhode Island:*
6 *House Document Numbered 175, Ninetieth Congress, at an*
7 *estimated cost of \$8,762,000;*

8 *Bristol Harbor, Rhode Island: House Document Num-*
9 *bered 174, Ninetieth Congress, at an estimated cost of*
10 *\$873,000;*

11 *Hempstead Harbor, New York: House Document Num-*
12 *bered 101, Ninetieth Congress, at an estimated cost of*
13 *\$703,000;*

14 *Cooper River, Charleston Harbor, South Carolina:*
15 *Senate Document Numbered 88, Ninetieth Congress, at*
16 *an estimated cost of \$35,381,000;*

17 *Miami Harbor, Florida: Senate Document Num-*
18 *bered 93, Ninetieth Congress, at an estimated cost of*
19 *\$6,476,000;*

20 *Gulf Intracoastal Waterway, St. Marks to Tampa,*
21 *Florida: Senate Document Numbered , Ninetieth Con-*
22 *gress, except that not to exceed \$40,000,000 is authorized*
23 *for initiation of such project;*

24 *Atchafalaya River and Bayous Chene, Boeuf, and*

1 *Black, Louisiana: House Document Numbered 155, Nine-*
2 *tieth Congress, at an estimated cost of \$8,645,000;*

3 *Red River Waterway, Louisiana, Texas, Arkansas, and*
4 *Oklahoma: House Document Numbered 304, Ninetieth Con-*
5 *gress, except that not to exceed \$50,000,000 is authorized*
6 *for initiation of such project;*

7 *Mississippi River-Gulf Outlet, Michoud Canal, Louisi-*
8 *ana: Senate Document Numbered , Ninetieth Congress, at*
9 *an estimated cost of \$1,300,000;*

10 *Mississippi River Outlets, Venice, Louisiana: House*
11 *Document Numbered , Ninetieth Congress, at an estimated*
12 *cost of \$4,520,000;*

13 *Yazoo River, Mississippi. House Document Numbered*
14 *342, Ninetieth Congress, at an estimated cost of \$52,147,-*
15 *000.*

16 *Corpus Christi Ship Canal, Texas: Senate Document*
17 *Numbered , Ninetieth Congress, at an estimated cost of*
18 *\$19,042,000;*

19 *Mouth of the Colorado River, Texas: Senate Document*
20 *Numbered , Ninetieth Congress, at an estimated cost of*
21 *\$8,000,000;*

22 *Wilson Harbor, New York: House Document Num-*
23 *bered 112, Ninetieth Congress, at an estimated cost of*
24 *\$198,000;*

1 *Cattaraugus Creek Harbor, New York: House Docu-*
2 *ment Numbered 97, Ninetieth Congress, at an estimated cost*
3 *of \$1,315,000;*

4 *Hamlin Beach State Park, New York: House Docu-*
5 *ment Numbered , Ninetieth Congress, at an estimated*
6 *cost of \$500,000;*

7 *Forestville Harbor, Michigan: House Document Num-*
8 *bered 183, Ninetieth Congress, at an estimated cost of*
9 *\$538,000;*

10 *Tawas Bay Harbor, Michigan: House Document Num-*
11 *bered 189, Ninetieth Congress, at an estimated cost of \$466,-*
12 *000;*

13 *Detroit River, Trenton Channel, Michigan: House Doc-*
14 *ument Numbered 338, Ninetieth Congress, at an estimated*
15 *cost of \$31,300,000;*

16 *Snohomish River (Everett Harbor), Washington: House*
17 *Document Numbered , Ninetieth Congress, at an esti-*
18 *mated cost of \$1,108,000;*

19 *Humboldt Harbor and Bay, California: House Docu-*
20 *ment Number 330, Ninetieth Congress, at an estimated cost*
21 *of \$2,430,000;*

22 *Port Hueneme, California: House Document Num-*
23 *bered , at an estimated cost of \$1,000,000;*

1 *Ventura Marina, California: House Document Num-*
2 *bered , at an estimated cost of \$1,540,000;*

3 *San Diego Harbor, California: House Document Num-*
4 *bered , Ninetieth Congress, at an estimated cost of \$5,-*
5 *360,000;*

6 *Kake Harbor, Alaska: Senate Document Numbered 70,*
7 *Ninetieth Congress, at an estimated cost of \$1,760,000;*

8 *King Cove Harbor, Alaska: Senate Document Num-*
9 *bered 13, Ninetieth Congress, at an estimated cost of*
10 *\$522,000;*

11 *Sergius and Whitestone Narrows, Alaska: Senate Docu-*
12 *ment Numbered 95, Ninetieth Congress, at an estimated*
13 *cost of \$3,030,000;*

14 *Coasts of Hawaiian Islands, Harbors for Light Draft*
15 *Vessels: House Document Numbered 353, Ninetieth Con-*
16 *gress, at an estimated cost of \$1,256,000.*

17 BEACH EROSION

18 *Brevard County, Florida: House Document Numbered*
19 352, *Ninetieth Congress, at an estimated cost of \$680,000.*

20 *SEC. 102. The project for beach erosion control, Fort*
21 *Pierce, Florida, authorized by the River and Harbor Act of*
22 *1965 (79 Stat. 1089, 1092) in accordance with the recom-*
23 *mendations of the Chief of Engineers in House Document*

1 *Numbered 84, Eighty-ninth Congress, is hereby modified to*
2 *provide for construction of the project and periodic nourish-*
3 *ment for ten years by the Secretary of the Army, acting*
4 *through the Chief of Engineers. In addition to applicable re-*
5 *quirements of local cooperation set forth in the aforementioned*
6 *report of the Chief of Engineers, local interests shall, prior*
7 *to construction, give assurances satisfactory to the Secretary*
8 *of the Army that they will—*

9 *(1) contribute in cash, either in a lump sum prior*
10 *to initiation of construction or in installments prior to*
11 *the start of pertinent work items in accordance with con-*
12 *struction or nourishment schedules, as determined by the*
13 *Chief of Engineers, all costs of initial construction and*
14 *periodic nourishment for ten years exclusive of costs*
15 *assigned to the Federal Government in the aforemen-*
16 *tioned recommendations of the Chief of Engineers; and*

17 *(2) hold and save the United States free from dam-*
18 *ages due to the construction works.*

19 *SEC. 103. (a) That section 2 of the Act entitled “An*
20 *Act authorizing the Secretary of War to sell and convey*
21 *to the town of Marmet, West Virginia, two tracts of land*
22 *to be used for municipal purposes”, approved July 8, 1942*
23 *(56 Stat. 651) is hereby amended by deleting the period*

1 after the words "related municipal purposes" and insert-
2 ing thereafter the phrase "including firefighting facilities
3 and structures".

4 (b) The Secretary of the Army is authorized and di-
5 rected to issue to the town of Marmet, West Virginia, with-
6 out monetary consideration therefor, such written instruments
7 as may be necessary to carry out the provisions of this
8 section.

9 SEC. 104. (a) That notwithstanding any other provi-
10 sion of law, the Secretary of the Army or his designee, is
11 authorized and directed to convey to the State of West Vir-
12 ginia, subject to the terms and conditions hereinafter stated,
13 and to such other terms and conditions as the Secretary of the
14 Army, or his designee, shall deem to be in the public interest,
15 all right, title, and interest of the United States in and to
16 certain real property, together with improvements thereon,
17 located at Ohio River locks and dams numbered 16, 19, 20,
18 and 21 in West Virginia as described in subsection (b) of this
19 section. No property shall be conveyed under authority of
20 this section until these locks and dams have been determined
21 by the Secretary to be in excess to the requirements of the
22 Department of the Army and suitable replacement facilities
23 are in operation under the Ohio River navigation modern-
24 ization program. The Secretary may make such prior dis-

1 position of such facilities and improvements on such lands as
2 he deems to be in the best interest of the United States.

3 (b) The real property authorized for conveyance by
4 subsection (a) of this section comprise all or portions of such
5 lands and improvements as may be determined excess of four
6 lock and dam projects on the Ohio River in the State of
7 West Virginia and designated as, number 16 (Willow Island
8 Pool) in Tyler County, numbers 19 and 20 (Belleville Pool)
9 in Wood County, and number 21 (Racine Pool) in Jackson
10 County. The exact descriptions and acreage to be deter-
11 mined by the Secretary by accurate surveys, the cost of
12 which is to be borne by the State of West Virginia.

13 (c) The conveyance authorized herein shall provide
14 that said property shall be used only for public park and
15 recreation purposes and such other uses directly related to
16 programs of the West Virginia Department of Natural Re-
17 sources, and if it ever ceases to be used for such purposes,
18 title to said property shall immediately revert to the United
19 States. Any deed of conveyance shall also be subject to and
20 include the following additional terms and conditions:

21 (1) The State of West Virginia shall pay the United
22 States as consideration for the conveyance 50 per centum
23 of the current fair market value of the property as deter-
24 mined by the Secretary of the Army.

1 (2) There shall be reserved to the United States
2 such flowage easements and rights-of-way for roads and
3 utility lines as the Secretary determines may be required
4 for other navigation projects.

5 (3) Such other restrictions, terms, and conditions as
6 the Secretary deems necessary to protect the interests of
7 the United States.

8 (d) Any moneys paid for the conveyances referred to
9 herein shall be covered into the United States Treasury as
10 miscellaneous receipts.

11 SEC. 105. (a) That the Secretary of the Army shall
12 convey, without monetary consideration, to the city of
13 Buffalo, New York, all right, title, and interest of the United
14 States in and to certain real property underlying Lake Erie
15 containing approximately 46.01 acres and more particularly
16 described in subsection (b) of this section, on condition that
17 such real property be used for public park and recreational
18 development purposes and if such property shall ever cease to
19 be used for such purposes, title thereto shall revert to the
20 United States.

21 (b) The real property referred to in this section is more
22 particularly described as follows:

23 (1) PARCEL E.—Beginning at the point of intersection
24 of the south line of outer lot 39 prolonged and the shoreline

1 of Lake Erie as established in 1846, which point bears south
2 68 degrees 28 minutes west, a distance of 140 feet, more or
3 less, from United States Monument numbered 7) which monu-
4 ment is the southeasterly corner of the said outer lot 39;

5 thence southwesterly at right angles with the estab-
6 lished harbor line 1,140 feet, more or less, to the said
7 harbor line;

8 thence northwesterly along said harbor line 1,310
9 feet, more or less, to the point of intersection of said har-
10 bor line and a line at right angles thereto passing
11 through the point of intersection of the shoreline of Lake
12 Erie in 1846 and a line 330 feet northerly at right
13 angles from and parallel with the south line of outer lot
14 36;

15 thence northeasterly at right angles with said harbor
16 line 1,115 feet, more or less, to the shoreline of Lake
17 Erie in 1846;

18 thence southeasterly along said shoreline of Lake
19 Erie 1,320 feet, more or less, to the point of beginning
20 containing 34.04 acres, more or less.

21 (2) PARCEL C-B.—Beginning at the point of intersec-
22 tion of the shoreline of Lake Erie with the northerly line of
23 land deeded to the United States Government, October 21,
24 1846, said line also extending in a due east and west direc-

1 tion and passing through the northwest corner of outer lot 36
2 (United States Monument No. 2), said point of beginning
3 being also 480 feet, more or less, west of the said northwest
4 corner of outer lot 36;

5 thence southeasterly along said shoreline of Lake
6 Erie in 1846 a distance of 470 feet, more or less, to the
7 intersection with a line 330 feet northly at right angles
8 from and parallel with the south line of lot 36, said line
9 being also the north line of lands deeded to the United
10 States Government, September 25, 1847;

11 thence southwesterly at right angles to established
12 harbor line 1,115 feet, more or less, to the established
13 harbor line;

14 thence northwesterly along said harbor line 465
15 feet, more or less, to the point of intersection of said
16 harbor and a line at right angles thereto passing through
17 the point of intersection of the shoreline of Lake Erie in
18 1846 and the line extending in a due east and west direc-
19 tion and passing through the northwest corner of outer
20 lot 36;

21 thence easterly at right angles to established harbor
22 line 1,115 feet, more or less, to the shoreline of Lake
23 Erie in 1846, which is the above referenced point of
24 beginning, containing 11.97 acres, more or less.

25 (c) Any deed of conveyance made pursuant to this

1 section shall reserve to the United States, for a period not to
2 exceed seven years, the right to use such lands for a spoil
3 disposal area for materials dredged from the Buffalo Harbor
4 Project, including the right to place structures thereon and to
5 perform all other actions incident to such use, together with
6 the rights of ingress and egress thereto. Such deed shall con-
7 tain such additional terms and conditions as may be deter-
8 mined by the Secretary of the Army to be necessary to
9 protect the interest of the United States.

10 SEC. 106. (a) The Chief of Engineers, Department
11 of the Army, under the direction of the Secretary of the
12 Army, shall make an appraisal investigation and study, in-
13 cluding a review of any previous relevant studies and reports,
14 of the Atlantic, Gulf, and Pacific coasts of the United States,
15 the coasts of Puerto Rico and the Virgin Islands, and the
16 shorelines of the Great Lakes, including estuaries and bays
17 thereof, for the purpose of (1) determining areas along such
18 coasts and shorelines where significant erosion occurs; (2)
19 identifying those areas where erosion presents a serious prob-
20 lem because the rate of erosion, considered in conjunction
21 with economic, industrial, recreational, agricultural, naviga-
22 tional, demographic, ecological, and other relevant factors,
23 indicates that action to halt such erosion may be justified;
24 (3) describing generally the most suitable type of remedial

1 action for those areas that have a serious erosion problem;
2 (4) providing preliminary cost estimates for such remedial
3 action; (5) recommending priorities among the serious prob-
4 lem areas for action to stop erosion; (6) providing State
5 and local authorities with information and recommendations
6 to assist the creation and implementation of State and local
7 coast and shoreline erosion programs; (7) developing rec-
8 ommended guidelines for land use regulation in coastal areas
9 taking into consideration all relevant factors; and (8) identi-
10 fying coastal areas where title uncertainty exists. The Secre-
11 tary of the Army shall submit to the Congress as soon as
12 practicable, but not later than three years after the date
13 of enactment of this Act, the results of such appraisal investi-
14 gation and study, together with his recommendations. The
15 views of concerned local, State, and Federal authorities and
16 interests will be taken into account in making such appraisal
17 investigation and study.

18 (b) There are authorized to be appropriated such
19 amounts, not to exceed \$1,000,000, as may be necessary to
20 carry out the provisions of this section.

21 SEC. 107. That the projects for the Illinois Waterway
22 and Grand Calumet River, Illinois and Indiana (Calumet-
23 Sag navigation project), authorized by the River and Harbor

1 *Act of July 24, 1946, are hereby modified substantially in*
2 *accordance with the recommendations of the Chief of Engi-*
3 *neers in House Document Numbered 45, Eighty-fifth Con-*
4 *gress, insofar as such recommendations apply to existing*
5 *highway bridges in Part II: Grand Calumet River and*
6 *Indiana Harbor Canal, at an estimated cost of \$33,265,000.*

7 *SEC. 108. (a) Steele Bayou, in Warren, Issaquena,*
8 *Sharkey, and Washington Counties, Mississippi, Washington*
9 *Bayou, in Issaquena and Washington Counties, Mississippi,*
10 *are hereby declared to be nonnavigable within the meaning*
11 *of the laws of the United States.*

12 *(b) The project for navigation on Steele Bayou, Wash-*
13 *ington Bayou, and Lake Washington, authorized by the*
14 *Rivers and Harbors Acts of July 5, 1884, August 5, 1886,*
15 *and June 25, 1910, is hereby deauthorized.*

16 *SEC. 109. Section 313 of the Act approved October*
17 *27, 1965 (79 Stat. 1073), is amended by deleting the date*
18 *“June 30, 1968” and substituting in lieu thereof “June*
19 *30, 1969”.*

20 *SEC. 110. The Secretary of the Army, acting through*
21 *the Chief of Engineers, is authorized and directed to review*
22 *the requirements of local cooperation for the Ouachita and*

1 *Black Rivers navigation projects, authorized by the River and*
2 *Harbor Act of 1950, as amended, with particular reference*
3 *to Federal and non-Federal cost sharing, and he shall report*
4 *the findings of such review to Congress within one year after*
5 *the date of enactment of this Act.*

6 *SEC. 111. The Secretary of the Army, acting through*
7 *the Chief of Engineers, is authorized to investigate, study, and*
8 *construct projects for the prevention or mitigation of shore*
9 *damages attributable to Federal navigation works. The cost*
10 *of installing, operating, and maintaining such projects shall*
11 *be borne entirely by the United States. No such project shall*
12 *be constructed without specific authorization by Congress if*
13 *the estimated first cost exceeds \$1,000,000.*

14 *SEC. 112. Section 111 of the River and Harbor Act of*
15 *1966 (80 Stat. 1417) is amended by adding at the end*
16 *thereof the following:*

17 *“(g) The Secretary of the Interior shall conduct a study*
18 *of those areas in the vicinity of the Washington Channel in*
19 *the District of Columbia suitable for public visitor parking*
20 *facilities. Such study shall, among others, consider existing*
21 *and future visitation, multiple and alternative areas, methods*
22 *for providing such facilities, and estimated costs and revenues*
23 *to be derived therefrom. Not later than one hundred and*

1 *eighty days after the date funds are appropriated to carry out*
2 *such study, the Secretary shall submit to the President and*
3 *Congress a report thereon together with his recommendations,*
4 *including necessary legislation, if any. There is authorized to*
5 *be appropriated not to exceed \$100,000 to carry out this sub-*
6 *section."*

7 *SEC. 113. Those portions of the East and Hudson Rivers*
8 *in New York County, State of New York, lying shoreward of*
9 *a line within the United States Pierhead Line as it exists on*
10 *the date of enactment of this Act, and bounded on the north*
11 *by the north side of Spring Street extended westerly and the*
12 *south side of Robert F. Wagner, Senior Place extended east-*
13 *wardly, are hereby declared to be nonnavigable waters of the*
14 *United States within the meaning of the laws of the United*
15 *States. This declaration shall apply only to portions of the*
16 *above-described area which are bulkheaded and filled. Plans*
17 *for bulkheading and filling shall be approved by the Secretary*
18 *of the Army, acting through the Chief of Engineers, on the*
19 *basis of engineering studies to determine the location and struc-*
20 *tural stability of the bulkheading and filling in order to pre-*
21 *serve and maintain the remaining navigable waterway. Local*
22 *interests shall reimburse the Federal Government for any*
23 *engineering costs incurred under this section.*

1 *SEC. 114. That portion of the Northern Embarcadero*
2 *area, beginning at the intersection of the northwesterly*
3 *line of Bryant Street with the southwesterly line of Spear*
4 *Street, which intersection lies on the line of jurisdiction of the*
5 *San Francisco Port Authority; following thence westerly and*
6 *northerly along said line of jurisdiction as described in the*
7 *State of California Harbor and Navigation Code Section*
8 *1770, as amended in 1961, to its intersection with the easterly*
9 *line of Van Ness Avenue produced northerly; thence north-*
10 *erly along said easterly line of Van Ness Avenue produced*
11 *to its intersection with the United States Government pier-*
12 *head line; thence following said pierhead line easterly and*
13 *southerly to its intersection with the northwesterly line of*
14 *Bryant Street produced northeasterly; thence southwesterly*
15 *along said northwesterly line of Bryant Street produced to*
16 *the point of beginning, is hereby declared to be nonnavigable*
17 *waters within the meaning of the laws of the United States,*
18 *and the consent of Congress is hereby given for the filling*
19 *in of all and/or any part of the described area. This declara-*
20 *tion shall apply only to portions of the above-described area*
21 *which are bulkheaded and filled. Plans for bulkheading and*
22 *filling shall be approved by the Secretary of the Army, acting*
23 *through the Chief of Engineers, on the basis of engineering*
24 *studies to determine the location and structural stability of*

1 the bulkheading and filling in order to preserve and maintain
2 the remaining navigable waterway. Local interests shall re-
3 imburse the Federal Government for any engineering costs
4 incurred under this section.

5 SEC. 115. That portion of the Northwest Branch of the
6 Patapsco River located generally south of Pratt Street, east
7 of Light Street, north of Key Highway, in the city of Balti-
8 more, State of Maryland, and being more particularly de-
9 scribed as all of that portion of the Northwest Branch of the
10 Patapsco River lying west of a series of lines beginning at
11 the point formed by the intersection of the south side of Pratt
12 Street, as now laid out, and the west side of Pier 3 and run-
13 ning thence binding on the west side of Pier 3, south 04 de-
14 grees 19 minutes 47 seconds east 726.59 feet to the southwest
15 corner of Pier 3; thence crossing the Northwest Branch of the
16 Patapsco River, south 23 degrees 01 minutes 15 seconds west
17 855.36 feet to the point formed by the intersection of the ex-
18 isting pierhead and bulkhead line and the east side of Battery
19 Avenue, last said point of intersection being the end of the first
20 line of the fourth parcel of land conveyed by J. and F. Realty,
21 Incorporated to Allegheny Pepsi-Cola Bottling Company by
22 deed dated December 22, 1965, and recorded among the Land
23 Record of Baltimore City in Liber J. F. C. numbered 2006

1 folio 345, the location of said pierhead and bulkhead line is
2 based upon the Corps of Engineers, Baltimore District, Balti-
3 more, Maryland, coordinate value for station LIV of said
4 pierhead and bulkhead line, the coordinate value as referred
5 to the Lambert grid plane coordinate system for the State of
6 Maryland of said station LIV being east 2,111,161.40, north
7 527,709.27 and thence binding on the east side of Battery
8 Avenue, south 03 degrees 09 minutes 07 seconds east 568 feet,
9 more or less, to intersect the north side of Key Highway as
10 now laid out and located is hereby declared to be not a navi-
11 gable stream of the United States within the meaning of the
12 laws of the United States, and the consent of Congress is
13 hereby given for the filling in of all and or any part of the
14 described area.

15 SEC. 116. (a) The Secretary of the Army is authorized
16 and directed to remove from the Potomac River and to de-
17 stroy the abandoned ships, ships' hulls, and pilings, located
18 in Mallow's Bay, between Sandy Point and Liverpool Point,
19 Charles County, Maryland, and at Wide Water, south of
20 Quantico, Virginia, and any other abandoned ships formerly
21 among those in Mallow's Bay or at Wide Water which have
22 drifted from those locations. Local interests shall contribute
23 50 percent of the cost of such work.

1 (b) There is authorized to carry out this section, not to
2 exceed \$175,000.

3 SEC. 117. The Chief of Engineers, under the direction
4 of the Secretary of the Army, is hereby authorized to main-
5 tain authorized river and harbor projects in excess of author-
6 ized project depths where such excess depths have been
7 provided by the United States for defense purposes and
8 whenever the Chief of Engineers determines that such
9 waterways also serve essential needs of general commerce.

10 SEC. 118. (a) Section 5 of the Act entitled "An Act
11 creating the City of Clinton Bridge Commission and
12 authorizing said commission and its successors to acquire
13 by purchase or condemnation and to construct, maintain, and
14 operate a bridge or bridges across the Mississippi River at
15 or near Clinton, Iowa, at or near Fulton, Illinois", ap-
16 proved December 21, 1944, as revised, amended, and re-
17 enacted, is hereby amended by inserting "(a)" immediately
18 after "SEC. 5." and by adding at the end of such section
19 the following new subsection:

20 "(b) In addition to the method of payment provided in
21 subsection (a) of this section, the commission and its suc-
22 cessors and assigns are hereby authorized to provide for the
23 payment of the cost of dismantling one bridge and of con-

1 *structing as a replacement therefor a new bridge (including*
2 *necessary approaches and approach highways) either entirely*
3 *from a construction fund created in accordance with section*
4 *6 of this Act or from both such construction fund and from*
5 *bonds issued and sold in accordance with subsection (a) of*
6 *this section. The cost of any bridge constructed under this*
7 *subsection (together with approaches and approach high-*
8 *ways) shall include all costs and expenses included in the*
9 *case of a bridge constructed under authority of subsection (a)*
10 *of this section (including its approaches and approach high-*
11 *ways)."*

12 *(b) The first sentence of section 6 of such Act of*
13 *December 21, 1944, is amended by striking out the period*
14 *at the end thereof and inserting in lieu thereof a comma and*
15 *the following: "and, if the Commission determines it advis-*
16 *able to do so, to provide a construction fund specifically to*
17 *pay the cost of dismantling one bridge and constructing a new*
18 *bridge to replace it as authorized by subsection (b) of section*
19 *5 of this Act."*

20 *(c) Section 6 of such Act of December 21, 1944, is*
21 *further amended by adding immediately following the third*
22 *sentence of such section the following new sentence: "If no*
23 *bonds or notes are outstanding or if a sinking fund specifically*
24 *for payment of all outstanding bonds and notes shall have*

1 *been provided, the remainder of such tolls may, if the Com-*
2 *mission determines it advisable to do so, be placed in a*
3 *construction fund for use in accordance with subsection (b)*
4 *of section 5 of this Act."*

5 *(d) The first sentence of subsection (a) of section 8*
6 *of such Act of December 21, 1944, is amended by inserting*
7 *immediately after "solely for that purpose," the following:*
8 *"and after any bridge constructed under authority of section*
9 *5(b) of this Act shall have been paid for, or sufficient funds*
10 *are available in the construction fund authorized by section 6*
11 *to pay for such bridge,".*

12 *(e) The amendments made by this section shall be inap-*
13 *plicable insofar as they authorize the construction of a bridge*
14 *or bridges unless actual construction thereof is commenced*
15 *within five years from the date of enactment of this section*
16 *and such construction is completed by January 1, 1980.*

17 *SEC. 119. The Secretary of the Army is hereby author-*
18 *ized and directed to cause surveys to be made at the follow-*
19 *ing locations and subject to all applicable provisions of section*
20 *110 of the River and Harbor Act of 1950:*

21 *Back River, Maryland, from Chesapeake Bay to the*
22 *city of Baltimore's waste water treatment plants.*

23 *Savannah and Tennessee Rivers, with a view to*

1 *determining the advisability of providing a waterway*
2 *connecting the rivers by canals and appurtenant facilities*
3 *and a waterway connecting Charleston and Port Royal,*
4 *South Carolina, with the lower Savannah River.*

5 *Lake Superior, with a view to determining the advis-*
6 *ability of a waterway connecting the lake and the Mis-*
7 *sissippi River.*

8 *SEC. 120. Title I of this Act may be cited as the "River*
9 *and Harbor Act of 1968".*

10 *TITLE II—FLOOD CONTROL*

11 *SEC. 201. Section 3 of the Act approved June 22,*
12 *1936 (Public Law Numbered 738, Seventy-fourth Con-*
13 *gress), as amended by section 2 of the Act approved June*
14 *28, 1938 (Public Law Numbered 761, Seventy-fifth Con-*
15 *gress), shall apply to all works authorized in this title*
16 *except that for any channel improvement or channel rectifi-*
17 *cation project, provisions (a), (b), and (c) of section 3*
18 *of said Act of June 22, 1936, shall apply thereto,*
19 *except as otherwise provided by law. The authorization for*
20 *any flood control project herein authorized by this Act re-*
21 *quiring local cooperation shall expire five years from the*
22 *date on which local interests are notified in writing by the*
23 *Secretary of the Army or his designee of the requirements of*
24 *local cooperation, unless said interests shall within said time*

1 *furnish assurances satisfactory to the Secretary of the Army*
2 *that the required cooperation will be furnished.*

3 *SEC. 202. The provisions of section 1 of the Act of*
4 *December 22, 1944 (Public Law Numbered 534, Seventy-*
5 *eighth Congress, second session), shall govern with respect*
6 *to projects authorized in this Act, and the procedures therein*
7 *set forth with respect to plans, proposals, or reports for*
8 *works of improvement for navigation or flood control and*
9 *for irrigation and purposes incidental thereto shall apply as*
10 *if herein set forth in full.*

11 *SEC. 203. The following works of improvement for the*
12 *benefit of navigation and the control of destructive flood-*
13 *waters and other purposes are hereby adopted and author-*
14 *ized to be prosecuted under the direction of the Secretary*
15 *of the Army and supervision of the Chief of Engineers*
16 *in accordance with the plans in the respective reports here-*
17 *inafter designated and subject to the conditions set forth*
18 *therein. The necessary plans, specifications, and preliminary*
19 *work may be prosecuted on any project authorized in this*
20 *title with funds from appropriations hereafter made for flood*
21 *control so as to be ready for rapid inauguration of a con-*
22 *struction program. The projects authorized in this title shall*
23 *be initiated as expeditiously and prosecuted as vigorously as*
24 *may be consistent with budgetary requirements. Penstocks and*

1 *other similar facilities adapted to possible future use in the*
2 *development of hydroelectric power shall be installed in any*
3 *dam authorized in this Act for construction by the Depart-*
4 *ment of the Army when approved by the Secretary of the*
5 *Army on the recommendation of the Chief of Engineers and*
6 *the Federal Power Commission.*

7 *LOWER CHARLES RIVER, MASSACHUSETTS*

8 *The project for flood control on the Lower Charles*
9 *River, Massachusetts, is hereby authorized substantially in*
10 *accordance with the recommendations of the Chief of Engi-*
11 *neers in House Document Numbered , Ninetieth Con-*
12 *gress, at an estimated cost of \$18,620,000.*

13 *CONNECTICUT RIVER BASIN*

14 *The project for the Beaver Brook Dam and Reservoir,*
15 *Beaver Brook, New Hampshire, is hereby authorized sub-*
16 *stantially in accordance with the recommendations of the*
17 *Chief of Engineers in Senate Document Numbered 68, Nine-*
18 *tieth Congress, at an estimated cost of \$1,185,000.*

19 *The project for flood protection on Park River, Con-*
20 *necticut, is hereby authorized substantially in accordance*
21 *with the recommendations of the Chief of Engineers in Senate*
22 *Document Numbered 43, Ninetieth Congress, at an estimated*
23 *cost of \$30,300,000.*

LONG ISLAND SOUND

The project for flood protection on Norwalk River, Connecticut and New York, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 51, Ninetieth Congress, at an estimated cost of \$2,700,000.

DELAWARE-ATLANTIC COASTAL AREA

The project for hurricane-flood protection and beach erosion control along the Delaware Coast from Cape Henlopen to Fenwick Island, at the Delaware-Maryland State Line, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 90, Ninetieth Congress, at an estimated cost of \$5,584,000.

RAPPAHANNOCK RIVER BASIN

The project for the Salem Church Dam and Reservoir Rappahannock River, Virginia, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 37, Ninetieth Congress, at an estimated cost of \$79,500,000.

CAPE FEAR RIVER BASIN

The project for the Randleman Dam and Reservoir, Deep River, North Carolina, is hereby authorized substan-

1 tially in accordance with the recommendations of the Chief
2 of Engineers in House Document Numbered 343, Ninetieth
3 Congress at an estimated cost of \$19,463,000.

4 The project for the Howards Mill Dam and Reservoir,
5 Deep River, North Carolina, is hereby authorized substan-
6 tially in accordance with the recommendations of the Chief
7 of Engineers in House Document Numbered 343, Ninetieth
8 Congress, at an estimated cost of \$12,460,000.

9 SOUTH ATLANTIC COASTAL AREA

10 The project for beach erosion control and hurricane flood
11 protection of Dade County, Florida, is hereby authorized
12 substantially in accordance with the recommendations of the
13 Chief of Engineers in House Document Numbered 335,
14 Ninetieth Congress, at an estimated cost of \$11,805,000.

15 HILLSBOROUGH BAY, FLORIDA

16 The project for hurricane-flood control protection on
17 Hillsborough Bay, Florida, is hereby authorized substantially
18 in accordance with the recommendations of the Chief of En-
19 gineers in House Document Numbered 313, Ninetieth
20 Congress, at an estimated cost of \$9,909,000, except that
21 construction of the barrier across Hillsborough Bay shall
22 not be undertaken until the Chief of Engineers completes
23 further detailed studies covering related water resource prob-
24 lems, including a comprehensive model study of the entire
25 Tampa Bay area, and until sixty days after the date of

1 *submission of a report on such studies to the Committees on*
 2 *Public Works of the Senate and House of Representatives.*

3 *CENTRAL AND SOUTHERN FLORIDA*

4 *The project for Central and Southern Florida, author-*
 5 *ized by the Flood Control Act of June 30, 1948, is further*
 6 *modified in accordance with the recommendations of the Chief*
 7 *of Engineers in Senate Document , Ninetieth Con-*
 8 *gress, at an estimated cost of \$8,072,000, and in accord-*
 9 *ance with House Document , Ninetieth Congress, at an*
 10 *estimated cost of \$58,182,000.*

11 *PASCAGOULA RIVER BASIN*

12 *The project for the Tallahala Creek Dam and Reservoir,*
 13 *Tallahala Creek, Mississippi, is hereby authorized sub-*
 14 *stantially in accordance with the recommendations of the*
 15 *Chief of Engineers in House Document Numbered 143,*
 16 *Ninetieth Congress, to an estimated cost of \$16,360,000.*

17 *LOWER MISSISSIPPI RIVER BASIN*

18 *The project for flood control and improvement of the*
 19 *lower Mississippi River, adopted by the Act of May 15, 1928*
 20 *(45 Stat. 534), as amended and modified, is hereby further*
 21 *modified and expanded to include the following items:*

22 *(1) The project for the St. Francis River Basin, Ar-*
 23 *kansas and Missouri, authorized by the Flood Control Act ap-*
 24 *proved June 15, 1936 (Public Law 74-678), as modified by*

1 subsequent Acts of Congress, including the Flood Control Act
2 of 1965. Public Law 89-298 is hereby further modified to
3 provide that the requirements of local cooperation for the
4 improvements authorized in the Flood Control Act of 1965,
5 shall conform to those requirements for local cooperation
6 in the Saint Francis River Basin authorized in previous Acts
7 of Congress, substantially as recommended by the Chief of
8 Engineers in Senate Document Numbered 11, Ninetieth Con-
9 gress.

10 (2) Improvements in the Boeuf and Tensas Rivers and
11 Bayou Macon Basin to divert flows that would otherwise
12 enter Lake Chicot, Arkansas, substantially in accordance
13 with the recommendations of the Chief of Engineers in
14 House Document Numbered 168, Ninetieth Congress, at an
15 estimated cost of \$15,240,000, except that prior to initiation
16 of construction of the project, local interests shall agree that
17 no fees shall be charged for admission to Lake Chicot and to
18 public recreation areas adjoining Lake Chicot and that user
19 fees at such lake and areas shall be devoted to recreation
20 purposes.

21 (3) Improvements in the Belle Fountain ditch and
22 tributaries, Missouri, and Drainage District Number 17,
23 Arkansas, substantially in accordance with the recommenda-

1 tions of the Chief of Engineers in House Document Num-
2 bered 339, Ninetieth Congress, at an estimated cost of
3 \$4,638,000.

4 WHITE RIVER BASIN

5 The project for flood protection on Crooked Creek at
6 and in the vicinity of Harrison, Arkansas, is hereby author-
7 ized substantially in accordance with the recommendations
8 of the Chief of Engineers in Senate Document Numbered 28,
9 Ninetieth Congress, at an estimated cost of \$2,840,000.

10 BRAZOS RIVER BASIN

11 The project for the Aquilla Dam and Reservoir, Aquilla
12 Creek, Texas, is hereby authorized substantially in accord-
13 ance with the recommendations of the Chief of Engineers
14 in Senate Document Numbered 52, Ninetieth Congress, at
15 an estimated cost of \$23,612,000.

16 NAVASOTA RIVER BASIN

17 The project for flood protection on the Navasota River,
18 Texas, is hereby authorized substantially in accordance with
19 the recommendations of the Chief of Engineers in House Doc-
20 ument Numbered 341, Ninetieth Congress, except that Nava-
21 sota Numbered 2 Reservoir shall be constructed first and there
22 is authorized to be appropriated not to exceed \$55,487,000 for
23 construction of such Reservoir.

1 *CLEAR CREEK, TEXAS*

2 *The project for flood protection on Clear Creek, Texas,*
3 *is hereby authorized substantially in accordance with the*
4 *recommendations of the Chief of Engineers in House Docu-*
5 *ment Numbered 351, Ninetieth Congress, at an estimated*
6 *cost of \$12,600,000.*

7 *PECAN BAYOU, TEXAS*

8 *The project for flood protection on Pecan Bayou, Texas,*
9 *is hereby authorized substantially in accordance with the*
10 *recommendations of the Chief of Engineers in House Docu-*
11 *ment Numbered 350, Ninetieth Congress, at an estimated*
12 *cost of \$24,861,000.*

13 *GULF OF MEXICO*

14 *The project for hurricane-flood control at Texas City and*
15 *vicinity, Texas, is hereby authorized substantially in ac-*
16 *cordance with the recommendations of the Chief of Engi-*
17 *neers in House Document Numbered 187, Ninetieth Con-*
18 *gress, at an estimated cost of \$10,990,000.*

19 *UPPER MISSISSIPPI RIVER BASIN*

20 *The project for flood protection on the Mississippi River*
21 *from Cassville, Wisconsin, to mile 300, is hereby authorized*
22 *substantially in accordance with the recommendations of the*
23 *Chief of Engineers in House Document Numbered 348,*
24 *Ninetieth Congress at an estimated cost of \$21,300,000.*

25 *The project for flood protection of State Road and Ebner*

1 *Coulees, city of La Crosse and Shelby Township, Wisconsin,*
2 *is hereby authorized substantially in accordance with the rec-*
3 *ommendations of the Chief of Engineers in House Document*
4 *Numbered , Ninetieth Congress at an estimated cost of*
5 *\$6,849,000.*

6 *RED RIVER OF THE NORTH*

7 *The project for flood protection on the South Branch of*
8 *the Wild Rice River and Felton Ditch, Minnesota, is hereby*
9 *authorized substantially in accordance with the recommenda-*
10 *tions of the Chief of Engineers in House Document Num-*
11 *bered 98, Ninetieth Congress, at an estimated cost of*
12 *\$1,230,000.*

13 *OHIO RIVER BASIN*

14 *The project for flood protection on the Ohio River in*
15 *Southwestern Jefferson County, Kentucky, is hereby author-*
16 *ized substantially in accordance with the recommendations of*
17 *the Chief of Engineers in House Document Numbered 340,*
18 *Ninetieth Congress, at an estimated cost of \$19,800,000.*

19 *The project for the Utica Dam and Reservoir and flood*
20 *protection at Newark, Licking River Basin, Ohio, is hereby*
21 *authorized substantially in accordance with the recommenda-*
22 *tions of the Chief of Engineers in House Document Num-*
23 *bered 337, Ninetieth Congress, at an estimated cost of*
24 *\$32,953,000.*

1

2 *The project for flood control and related purposes in*
3 *the Wabash River Basin, Indiana, Illinois, and Ohio is*
4 *hereby authorized substantially in accordance with the rec-*
5 *ommendations of the Chief of Engineers in Senate Docu-*
6 *ment Numbered 96, Ninetieth Congress, except that Big*
7 *Walnut Reservoir is authorized in accordance with the*
8 *plan for such project set forth in report of the Chief of*
9 *Engineers in such Document, and not to exceed \$37,100,000*
10 *is authorized for construction of such reservoir.*

11

12 *The project for the Bear Creek Dam and Reservoir,*
13 *South Platte River, Colorado, is hereby authorized substan-*
14 *tially in accordance with the recommendations of the Chief*
15 *of Engineers in Senate Document Numbered 87, Ninetieth*
16 *Congress, at an estimated cost of \$32,314,000.*

17 *The project for flood protection on the Big Sioux River*
18 *at and in the vicinity of Sioux City, Iowa and South Dakota,*
19 *is hereby authorized substantially in accordance with the*
20 *recommendations of the Chief of Engineers in Senate Docu-*
21 *ment Numbered 94, Ninetieth Congress, at an estimated*
22 *cost of \$2,750,000. With respect to that portion of the project*
23 *above Sioux City, Iowa, approved in accordance with House*
24 *Document Numbered 199, Eighty-eighth Congress, in the*

1 *Flood Control Act of 1965 (Public Law 89-298), there shall*
2 *be mutual agreement between the States of Iowa and South*
3 *Dakota on a flood control plan and a plan for mitigation of*
4 *fish and wildlife losses with respect to said portion within one*
5 *year and three months following completion of the reservoir*
6 *study for the upper basin of the Big Sioux River and the Rock*
7 *River now underway and receipt of copies of said report by*
8 *the Governors of the States of Iowa and South Dakota. If*
9 *said mutual agreement is not reached within said time, ap-*
10 *proval of said flood control plan and plan for mitigation of*
11 *fish and wildlife losses shall be made by a committee consisting*
12 *of one representative each appointed by the Chief of Engi-*
13 *neers, the Secretary of Interior, and the Secretary of*
14 *Agriculture.*

15 *The project for flood protection and other purposes in*
16 *the Papillion Creek Basin, Nebraska, is hereby authorized*
17 *substantially in accordance with the recommendations of the*
18 *Chief of Engineers in House Document Numbered 349,*
19 *Ninetieth Congress, at an estimated cost of \$26,800,000.*

20 *The project for the Davids Creek Dam and Reservoir,*
21 *Nishnabotna River, Iowa, is hereby authorized substantially*
22 *in accordance with the recommendations of the Chief of En-*
23 *gineers in House Document Numbered 142, Ninetieth Con-*
24 *gress, at an estimated cost of \$2,040,000.*

1 *The project for flood control and other purposes on the*
2 *Little Blue River in the vicinity of Kansas City, Missouri, is*
3 *hereby authorized substantially in accordance with the rec-*
4 *ommendations of the Chief of Engineers in House Document*
5 *Numbered 169, Ninetieth Congress, at an estimated cost of*
6 *\$38,492,000.*

7 The second paragraph under the heading “Missouri
8 River Basin” of the Act entitled “An Act authorizing addi-
9 tional appropriations for the prosecution of comprehensive
10 plans for certain river basins”, approved December 30, 1963
11 (77 Stat. 840), is hereby amended to read as follows:

12 *“The comprehensive plan for flood control and other*
13 *purposes in the Missouri River Basin, authorized by the*
14 *Flood Control Act of June 28, 1938, as amended and sup-*
15 *plemented, is further modified to include such bank protection*
16 *or rectification works at or below the Garrison Reservoir as in*
17 *the discretion of the Chief of Engineers and the Secretary of*
18 *the Army may be found necessary, at an estimated cost of*
19 *\$7,040,000.”*

JORDAN RIVER BASIN

21 *The project for the Little Dell Dam and Reservoir, Salt*
22 *Lake City Streams, Utah, is hereby modified substantially in*
23 *accordance with the recommendations of the Chief of Engi-*
24 *neers in Senate Document Numbered 53, Ninetieth Congress.*
25 *at an estimated cost of \$22,664,000.*

SACRAMENTO RIVER BASIN

The project for flood protection on the Feather River at Chester, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 314, Ninetieth Congress, at an estimated cost of \$940,000.

SANTA ANA RIVER BASIN

The project for flood protection, and other purposes on Cucamonga Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 323, Ninetieth Congress, at an estimated cost of \$26,300,000.

SAN FRANCISCO BAY AREA

The project for flood control on Alhambra Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 336, Ninetieth Congress, at an estimated cost of \$8,000,000.

MAD RIVER, CALIFORNIA

The project for flood control on the Mad River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered , Ninetieth Congress, at an estimated cost of \$38,600,000.

SWEETWATER RIVER BASIN

2 *The project for flood control on the Sweetwater River,*
3 *California, is hereby authorized substantially in accordance*
4 *with the recommendations of the Chief of Engineers in*
5 *House Document Numbered 148, Ninetieth Congress, at an*
6 *estimated cost of \$4,900,000.*

TANANA RIVER BASIN

8 *The project for flood control in the Tanana River Basin*
9 *in the vicinity of Fairbanks, Alaska, is hereby modified sub-*
10 *stantially in accordance with the recommendations of the*
11 *Chief of Engineers in Senate Document Numbered 89.*
12 *Ninetieth Congress, at an estimated cost of \$111,700,000.*

IAO STREAM, HAWAII

14 *The project for flood protection and other purposes on*
15 *Iao Stream, Hawaii, is hereby authorized substantially in*
16 *accordance with the recommendations of the Chief of Engi-*
17 *neers in House Document Numbered 151, Ninetieth Con-*
18 *gress, at an estimated cost of \$1,660,000.*

19 *SEC. 204. The Secretary of the Army, acting through*
20 *the Chief of Engineers, is authorized to provide such school*
21 *facilities as he may deem necessary for the education of*
22 *dependents of persons engaged in the construction of the*
23 *Dworshak Dam and Reservoir project, Idaho, and to pay for*
24 *the same from any funds available for such project. When he*

1 determines it to be in the public interest, the Secretary, act-
2 ing through the Chief of Engineers, may enter into coopera-
3 tive arrangements with local and Federal agencies for the
4 operation of such Government facilities, for the expansion
5 of local facilities at Federal expense, and for contributions
6 by the Federal Government to cover the increased cost to
7 local agencies of providing the educational services required
8 by the Government.

9 SEC. 205. The project for flood protection at Ironton,
10 Ohio, authorized by the Flood Control Act of August 28,
11 1937, is hereby modified so as to provide for the installation
12 by the Secretary of the Army, acting through the Chief of
13 Engineers, of aluminum closure structures at gates num-
14 bered 10, 17, and 18, located at Second and Orchard Streets,
15 Second Street west of Storms Creek, and Second and Ellison
16 Streets, respectively, at an estimated cost of \$58,000.

17 SEC. 206. That, notwithstanding the first proviso in
18 section 201 of the Act entitled "An Act authorizing the
19 construction, repair, and preservation of certain public
20 works on rivers and harbors for navigation, flood control,
21 and for other purposes", approved July 3, 1958 (72 Stat.
22 305), the authorization in section 203 of such Act of projects
23 for local protection on the Weber River, Utah, shall expire
24 on April 16, 1972, unless local interests shall before such

1 *date furnish assurances satisfactory to the Secretary of the*
2 *Army that the required local cooperation in such project will*
3 *be furnished.*

4 *SEC. 207. That, notwithstanding the first proviso in sec-*
5 *tion 201 of the Act entitled "An Act authorizing the construc-*
6 *tion, repair, and preservation of certain public works on*
7 *rivers and harbors for navigation, flood control, and for other*
8 *purposes", approved July 3, 1958 (72 Stat. 305), the au-*
9 *thorization in section 203 of such Act of projects for local*
10 *protection on the Pecos River at Carlsbad, New Mexico, shall*
11 *expire on May 19, 1972, unless local interests shall before*
12 *such date furnish assurances satisfactory to the Secretary of*
13 *the Army that the required local cooperation in such project*
14 *will be furnished.*

15 *SEC. 208. The project for flood protection on the Gila*
16 *River below Painted Rock Reservoir, Arizona, authorized*
17 *by the Flood Control Act of 1962 (76 Stat. 1180, 1190),*
18 *substantially in accordance with the recommendations of the*
19 *Chief of Engineers in Senate Document Numbered 116,*
20 *Eighty-seventh Congress, is hereby modified to provide*
21 *that local cooperation shall consist of the requirements that,*
22 *prior to construction, local interests give assurances satis-*
23 *factory to the Secretary of the Army that they will: (1)*
24 *make a cash contribution of \$700,000, to be paid either in*
25 *a lump sum prior to initiation of construction or in install-*

1 *ments prior to the start of pertinent work items in accord-*
2 *ance with construction schedules, as determined by the Chief*
3 *of Engineers, except that the reasonable value, as deter-*
4 *mined by the Chief of Engineers, of any lands, ease-*
5 *ments, rights-of-way, and relocations, furnished by the local*
6 *interests shall be deducted from the required cash contribu-*
7 *tion; (2) Hold and save the United States free from dam-*
8 *ages due to the construction works; (3) Maintain and oper-*
9 *ate all works after completion in accordance with regula-*
10 *tions prescribed by the Secretary of the Army.*

11 *SEC. 209. (a) Whenever any State, or any agency or*
12 *instrumentality of a State or local government, or any non-*
13 *profit incorporated body organized or chartered under the*
14 *law of the State in which it is located, or any nonprofit*
15 *association or combination of such bodies, agencies or in-*
16 *strumentalities, shall undertake to secure any lands or in-*
17 *terests therein as a site for the resettlement of families,*
18 *individuals, and business concerns displaced by a river and*
19 *harbor improvment, flood control or other water resource*
20 *project duly authorized by Congress, and when it has been*
21 *determined by the Secretary of the Army that the State is*
22 *unable to acquire necessary lands or interests in lands or*
23 *is unable to acquire such lands or interests in lands with*
24 *sufficient promptness, the Secretary, upon the request of the*
25 *Governor of the State in which such site is located, and after*

1 consultation with appropriate Federal, State, interstate, re-
2 gional, and local departments and agencies, is authorized, in
3 the name of the United States and prior to the approval of
4 title by the Attorney General, to acquire, enter upon, and take
5 possession of such lands or interests in lands by purchase, do-
6 nation, condemnation or otherwise in accordance with the
7 laws of the United States (including the Act of February 26,
8 1931 (46 Stat. 1421)). All expenses of said acquisition and
9 any award that may be made under a condemnation proceed-
10 ing, including costs of examination and abstract of title, cer-
11 tificate of title, appraisal, advertising, and any fees incident to
12 acquisition, shall be paid by such State or body, agency, or
13 instrumentality. Pending such payment, the Secretary may
14 expend from any funds hereafter appropriated for the project
15 occasioning such acquisition such sums as may be necessary
16 to carry out this section. To secure payment, the Secretary
17 may require any such State or agency, body, or instrumen-
18 tality to execute a proper bond in such amount as he may
19 deem necessary before acquisition is commenced. Any sums
20 paid to the Secretary by any such State or agency, body or
21 instrumentality shall be deposited in the Treasury to the
22 credit of the appropriation for such project.

23 (b) No acquisition shall be undertaken under the au-
24 thority of this section unless the Secretary has determined,

1 after consultation with appropriate Federal, State, and local
2 governmental agencies that (1) the development of a site
3 is necessary in order to alleviate hardships to displaced per-
4 sons; (2) the location of the site is suitable for develop-
5 ment in relation to present or potential sources of employ-
6 ment; and (3) a plan for development of the site has been
7 approved by appropriate local governmental authorities in
8 the area or community in which such site is located.

9 (c) The Secretary is further authorized and directed
10 by proper deed, executed in the name of the United States,
11 to convey any lands or interests in land acquired in any
12 State under the provisions of this section, to the State, or such
13 public or private nonprofit body, agency, or institution in the
14 State as the Governor may prescribe, upon such terms and
15 conditions as may be agreed upon by the Secretary, the Gor-
16 ernor, and the agency to which the conveyance is to be made.

17 SEC. 210. No entrance or admission fees shall be collected
18 after March 31, 1970, by any officer or employee of the
19 United States at public recreation areas located at lakes and
20 reservoirs under the jurisdiction of the Corps of Engineers,
21 United States Army. User fees at these lakes and reservoirs
22 shall be collected by officers and employees of the United States
23 only from users of highly developed facilities requiring con-
24 tinuous presence of personnel for maintenance and supervi-

1 sion of the facilities, and shall not be collected for access to or
2 use of water areas, undeveloped or lightly developed shore-
3 land, picnic grounds, overlook sites, scenic drives, or boat
4 launching ramps where no mechanical or hydraulic equip-
5 ment is provided.

6 *SEC. 211. The Mason J. Niblack levee feature of the*
7 *project for flood control in the Wabash River Basin, Illinois*
8 *and Indiana, authorized by the Flood Control Act approved*
9 *July 24, 1946, is hereby modified to provide for the instal-*
10 *lation by the Secretary of the Army, acting through the Chief*
11 *of Engineers, and operation and maintenance by local inter-*
12 *ests, of pumping facilities to remove ponded interior drainage*
13 *from the area protected by the levee, at an estimated cost of*
14 *\$500,000.*

15 *SEC. 212. The Secretary of the Army, acting through*
16 *the Chief of Engineers, is authorized to amend Contract Num-*
17 *bered DA-45-108-CIVENG-66-68, between the United*
18 *States and the Montana State Highway Commission for the*
19 *relocation of Montana State Highway 37 in connection with*
20 *the construction of the Libby Dam project, so as to provide that*
21 *the design standards for the relocation shall be those adopted*
22 *by the State of Montana pursuant to the provisions of the*
23 *Highway Safety Act of 1966 (80 Stat. 731).*

24 *SEC. 213. The project for flood control and improvement*
25 *of the Lower Mississippi River, adopted by the Act of May 15,*

1 1928 (45 Stat. 534) as amended and modified, is further
2 modified to provide pumping plants and other drainage facil-
3 ities in Cairo, Illinois, and vicinity, to the extent found eco-
4 nomically justified by the Chief of Engineers, subject to the
5 conditions that local interests (1) provide without cost to the
6 United States all lands, easements, and rights-of-way neces-
7 sary for the construction of the work; (2) hold and save the
8 United States free from damages due to the construction work;
9 and (3) maintain and operate all works after completion.

10 SEC. 214. The project for the Sanders Creek Red River
11 Basin, Texas, is hereby modified to provide for the acquisi-
12 tion of additional privately owned lands aggregating approxi-
13 mately seven hundred and fifty acres located within the
14 boundaries of former Camp Macey, Lamar County, Texas,
15 for the purpose of consolidating Federal ownership of areas
16 as may be needed for wildlife purposes in connection with the
17 Pat Mayse Dam and Reservoir project, and to facilitate the
18 establishment of a wildlife refuge or wildlife management
19 area. The lands so acquired will be made available to the Sec-
20 retary of the Interior or to the State of Texas in accordance
21 with established administrative procedures pursuant to the
22 Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.).
23 The acquisition of such lands may be deferred until such
24 time as assurances are given, satisfactory to the Chief of En-

1 *gineers, that a wildlife refuge or wildlife management area*
2 *will be established.*

3 *SEC. 215. (a) The Secretary of the Army, acting*
4 *through the Chief of Engineers, may, when he determines it*
5 *to be in the pubic interest, enter into agreements providing*
6 *for reimbursement to States or political subdivisions thereof*
7 *for work to be performed by such non-Federal public bodies*
8 *at water resources development projects authorized for con-*
9 *struction under the Secretary of the Army and the super-*
10 *vision of the Chief of Engineers. Such agreements may pro-*
11 *vide for reimbursement of installation costs incurred by such*
12 *entities or an equivalent reduction in the contributions they*
13 *would otherwise be required to make, or in appropriate cases,*
14 *for a combination thereof. The amount of Federal reimburse-*
15 *ment, including reductions in contributions, for a single proj-*
16 *ect shall not exceed \$1,000,000.*

17 *(b) Agreements entered into pursuant to this section shall*
18 *(1) fully describe the work to be accomplished by the non-*
19 *Federal public body, and be accompanied by an engineering*
20 *plan if necessary therefor; (2) specify the manner in which*
21 *such work shall be carried out; (3) provide for necessary*
22 *review of design and plans, and inspection of the work by the*
23 *Chief of Engineers or his designee; (4) state the basis on*
24 *which the amount of reimbursement shall be determined;*
25 *(5) state that such reimbursement shall be dependent upon*

1 the appropriation of funds applicable thereto or funds avail-
2 able therefor, and shall not take precedence over other pending
3 projects of higher priority for improvements; and (6) specify
4 that reimbursement or credit for non-Federal installation
5 expenditures shall apply only to work undertaken on Federal
6 projects after project authorization and execution of the agree-
7 ment, and does not apply retroactively to past non-Federal
8 work. Each such agreement shall expire three years after the
9 date on which it is executed if the work to be undertaken by
10 the non-Federal public body has not commenced before the
11 expiration of that period. The time allowed for completion
12 of the work will be determined by the Secretary of the Army,
13 acting through the Chief of Engineers, and stated in the
14 agreement.

15 (c) No reimbursement shall be made, and no expendi-
16 ture shall be credited, pursuant to this section, unless and
17 until the Chief of Engineers or his designee, has certified
18 that the work for which reimbursement or credit is requested
19 has been performed in accordance with the agreement.

20 (d) Reimbursement for work commenced by non-Federal
21 public bodies no later than one year after enactment of this
22 section, to carry out or assist in carrying out projects for
23 beach erosion control, may be made in accordance with the
24 provisions of section 2 of the Act of August 13, 1946, as

1 amended (33 U.S.C. 426f). Reimbursement for such work
2 may, as an alternative, be made in accordance with the provi-
3 sions of this section, provided that agreement required herein
4 shall have been executed prior to commencement of the work.
5 Expenditures for projects for beach erosion control com-
6 menced by non-Federal public bodies subsequent to one year
7 after enactment of this section may be reimbursed by the
8 Secretary of the Army, acting through the Chief of Engi-
9 neers, only in accordance with the provisions of this section.

10 (e) This section shall not be construed (1) as authoriz-
11 ing the United States to assume any responsibilities placed
12 upon a non-Federal body by the conditions of project au-
13 thorization, or (2) as committing the United States to re-
14 imburse non-Federal interests if the Federal project is not
15 undertaken or is modified so as to make the work performed
16 by the non-Federal public body no longer applicable.

17 (f) The Secretary of the Army is authorized to allot from
18 any appropriations hereafter made for civil works, not to
19 exceed \$10,000,000 for any one fiscal year to carry out the
20 provisions of this section. This limitation does not include
21 specific project authorizations providing for reimbursement.

22 SEC. 216. (a) The Secretary of the Army shall, without
23 monetary consideration, extend until October 1, 1964, the
24 rights described in this section which were reserved until July
25 1, 1964, to any former owner (including his heirs, adminis-

1 *trators, executors, successors, and assigns) of the subsurface*
2 *estate of any real property acquired by the United States*
3 *in connection with the construction of the Carlyle Reservoir*
4 *project on the Kaskaskia River, Illinois. The reserved rights*
5 *referred to in this section are more particularly described*
6 *as the reservation of all oil, gas, and other minerals of like*
7 *fugacious character, together with rights necessary for the*
8 *purpose of exploration, development, production, and removal*
9 *thereof within the Boulder Oil Field and restricted to section*
10 *2 township 2 north, range 2 west, and sections 34, 35, and*
11 *36 in township 3 north, range 2 west, Clinton County, Illinois.*

12 *(b) The Secretary of the Treasury is authorized and di-*
13 *rected to pay, out of any money in the Treasury not other-*
14 *wise appropriated, to such persons designated by the Secre-*
15 *tary of the Army, whose rights are authorized to be extended*
16 *by subsection (a) of this section, the amount of money de-*
17 *termined by the Secretary of the Army to represent their*
18 *respective interests in royalty payments received by the*
19 *United States for the authorized three-month extended*
20 *period. The total payments so made shall not exceed the sum*
21 *of \$6,401.16.*

22 *SEC. 217. (a) No provision of law heretofore or here-*
23 *after enacted which limits the number of persons who may*
24 *be appointed as full-time civilian employees, or temporary*

1 and part-time employees, in the executive branch of the
2 Government shall apply to employees of the Tennessee Val-
3 ley Authority engaged in its power program and paid ex-
4 clusively from other than appropriated funds. In applying
5 any such provision of law to other departments and agencies
6 in the executive branch, the number of such employees of
7 the Tennessee Valley Authority shall not be taken into account.

8 (b) No provision of law that seeks to limit expenditures
9 and net lending during the fiscal year ending on June 30,
10 1969, under the Budget of the United States Government,
11 shall apply to expenditures by the Tennessee Valley Au-
12 thority out of the proceeds from its power operations, from
13 the sale of any power program assets, or from power revenue
14 bonds, notes, or other evidences of indebtedness.

15 SEC. 218. The Secretary of the Army is hereby author-
16 ized and directed to cause surveys for flood control and allied
17 purposes, including channel and major drainage improve-
18 ments, and floods aggravated by or due to wind or tidal
19 effects, to be made under the direction of the Chief of En-
20 gineers, in drainage areas of the United States and its terri-
21 torial possessions, which include the localities specifically
22 named in this section. After the regular or formal reports
23 made on any survey authorized by this section are submitted
24 to Congress, no supplemental or additional report or estimate
25 shall be made unless authorized by law except that the Secre-

1 tary of the Army may cause a review of any examination or
2 survey to be made and a report thereon submitted to Con-
3 gress, if such review is required by the national defense or by
4 changed physical or economic conditions.

5 Burnett, Crystal, and Scotts Bays and vicinity, Bay-
6 town, Texas, in the interest of flood control, drainage,
7 and related water and land resources, including specifi-
8 cally the problems of general subsidence of the area and
9 flood problems created thereby.

10 Linville Creek, Caney Creek and Tres Palacios,
11 Texas, in the interest of flood control and related pur-
12 poses.

13 Oso Creek, Texas, in the interest of flood control and
14 related purposes.

15 Maddaket, Smith's Point and Broad Creek, Massa-
16 chusetts, in the interest of flood control, hurricane protect-
17 ion, navigation and related purposes.

18 Streams at and in the vicinity of the Spring Moun-
19 tain Youth Camp, Spring Mountain Range, Nevada, in
20 the interest of flood control, bank erosion control, and
21 allied purposes.

22 Virgin River, at and in the vicinity of Bunkerville,
23 Mesquite, and Riverside, Nevada, in the interest of flood
24 control, bank erosion control, and allied purposes.

1 *Cuyahoga River from Upper Kent to Portage Trail*
 2 *in Cuyahoga Falls, Ohio, in the interest of flood control,*
 3 *pollution abatement, low flow regulation, and other allied*
 4 *water purposes.*

5 *Kalihi Stream, Honolulu, Oahu, Hawaii.*

6 *SEC. 219. Title II of this Act may be cited as the*
 7 *“Flood Control Act of 1968”.*

8 *TITLE III—RIVER BASIN MONETARY*
 9 *AUTHORIZATIONS*

10 *SEC. 301. That, (a) in addition to previous authoriza-*
 11 *tions, there is hereby authorized to be appropriated for the*
 12 *prosecution of the comprehensive plan of development of*
 13 *each river basin under the jurisdiction of the Secretary of*
 14 *the Army referred to in the first column below, which was*
 15 *basically authorized by the Act referred to by date of en-*
 16 *actment in the second column below, an amount not to*
 17 *exceed that shown opposite such river basin in the third*
 18 *column below:*

<i>Basin</i>	<i>Act of Congress</i>	<i>Amount</i>
<i>Alabama-Coosa River</i>	<i>Mar. 2, 1945</i>	<i>\$29,000,000</i>
<i>Arkansas River</i>	<i>June 28, 1938</i>	<i>108,000,000</i>
<i>Brazos River</i>	<i>Sept. 3, 1954</i>	<i>2,000,000</i>
<i>Central and southern Florida</i>	<i>June 30, 1948</i>	<i>15,000,000</i>
<i>Columbia River</i>	<i>June 28, 1938</i>	<i>193,000,000</i>
<i>Missouri River</i>	<i>June 28, 1938</i>	<i>38,000,000</i>
<i>Ohio River</i>	<i>June 22, 1936</i>	<i>35,000,000</i>
<i>Ouachita River</i>	<i>May 17, 1950</i>	<i>10,000,000</i>
<i>San Joaquin River</i>	<i>Dec. 22, 1944</i>	<i>17,000,000</i>
<i>South Platte River</i>	<i>May 17, 1950</i>	<i>12,000,000</i>
<i>Upper Mississippi River</i>	<i>June 28, 1938</i>	<i>5,000,000</i>
<i>White River</i>	<i>June 28, 1938</i>	<i>2,000,000</i>

1 *(b) The total amount authorized to be appropriated by*
2 *this section shall not exceed \$466,000,000.*

3 *SEC. 302. In addition to the previous authorization, the*
4 *completion of the system of flood control reservoirs on the*
5 *West Branch Susquchanna River, Pennsylvania, authorized*
6 *by the Flood Control Act of 1954, is hereby authorized at*
7 *an estimated cost of \$3,000,000.*

8 *SEC. 303. Title III of this Act may be cited as the*
9 *“River Basin Monetary Authorization Act of 1968”.*

Passed the Senate July 2, 1968.

Attest:

FRANCIS R. VALEO,

Secretary.

90TH CONGRESS
2D Session

S. 3710

[Report No. 1709]

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

JUNE 3, 1968

Referred to the Committee on Public Works

JULY 11, 1968

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

July 15, 1968

13. HOUSING. Sen. Moss urged the conferees to restore funds cut by the House for public housing programs for the aging. p. S8636
14. GOVERNMENT OPERATIONS. Sen. Pearson spoke in support of legislation to establish a commission to study the organization, operation, and management of the executive branch of the Government, and to recommend changes necessary or desirable in the interest of governmental efficiency and economy. pp. S8620-2
15. TAXATION. Sen. Proxmire expressed concern over the probability that semimonopolistic and monopolistic industries will raise prices thus "constituting a super-surtax on the consumer." p. S8618
Sen. Hartke inserted an article, "Economic Impact: Proxmire Says Tax Increase Bill Will Hurt Economy." pp. S8626-7
16. ADJOURNED until Wed., July 17. p. S8732

HOUSE

17. APPROPRIATIONS. Received the conference report on H. R. 18038, the legislative branch appropriation bill, 1969 (H. Rept. 1718). pp. H6519-20
18. RECLAMATION; PUBLIC WORKS. Passed without amendment S. 660, to grant the consent of Congress to a Great Lakes Basin Compact. This bill will now be sent to the President. pp. H6522-26
Passed, 307-85, under suspension of the rules S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control. pp. H6563-81
19. EDUCATION. Passed, 390-0, under suspension of the rules H. R. 18366, to amend the Vocational Education Act of 1963. pp. H6528-63
20. FORESTRY. The "Daily Digest" states that S. 2515, to authorize the establishment of the Redwood National Park in Calif. was passed under suspension of the rules, 388-15, and returned to the Senate (p. D681). House debate on this bill is contained on pages H6581-605 and will be continued in the next issue of the Record.

(The proceedings of the House of Representatives of July 15 will be continued in the next issue of the Record.)

BILLS INTRODUCED

21. COMMISSION. H. R. 18574 through H. R. 18578 by Rep. Roth and others, to establish the Commission for the improvement of Government Management; to Government Operations Committee.
22. TAXATION; PERSONNEL. H. R. 18570 by Rep. Long, Md., to amend section 201 of the Revenue and Expenditure Control Act of 1968; to Ways and Means Committee.

23. YOUTH CORPS. H. R. 18573 by Rep. Reuss and others, to encourage the involvement of youth in federally financed programs and projects; to Education and Labor Committee.
24. TAXATION. H. R. 18580 by Rep. Rostenkowski, to amend the Internal Revenue Code of 1954 to provide a basic \$5,000 exemption from income tax for amounts received as annuities, pensions, or other retirement benefits; to Ways and Means Committee.
25. U. S.-MEXICO. S. 3777 by Sen. Sparkman, to establish the United States Section of the United States-Mexico Commission for Border Development and Friendship; to Foreign Relations Committee. Remarks of author pp. S8578-9
26. ASSISTANT SECRETARIES. S. 3780 by Sen. Hill, to establish in the Department of Health, Education, and Welfare the positions of Deputy Secretary of Health, Education, and Welfare and Under Secretary for Health and Science; to Labor and Public Welfare Committee.

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COMMITTEE HEARINGS JULY 16:

Marketing certificate program for peanuts, H. Agriculture (Godfrey to testify).
Watershed projects, H. Agriculture (exec).
Road authorization bill, conferees (exec).
Housing bill, conferees (exec).

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Byrne, Pa.
Byrnes, Wis.
Cabell
Cahill
Carey
Carter
Casey
Cederberg
Celler
Chamberlain
Clancy
Clark
Clausen,
Don H.
Clawson, Del
Cleveland
Cohelan
Collier
Colmer
Conable
Conte
Corbett
Corman
Cowger
Cramer
Cunningham
Curtis
Daddario
Daniels
Davis, Ga.
Davis, Wis.
Dawson
Dellenback
Denney
Dent
Derwinski
Devline
Dickinson
Dingell
Dole
Donohue
Dorn
Dow
Dowdy
Downing
Dulski
Duncan
Dwyer
Eckhardt
Edmondson
Edwards, Ala.
Edwards, Calif.
Edwards, La.
Eilberg
Erlenborn
Esch
Eshleman
Evans, Colo.
Everett
Fallon
Farbstein
Fascell
Feighan
Findley
Fisher
Flood
Flynt
Foley
Ford, Gerald R.
Ford,
William D.
Fountain
Fraser
Friedel
Fulton, Pa.
Fulton, Tenn.
Fuqua
Galifianakis
Garmatz
Gathings
Gettys
Gilbert
Gonzalez
Goodell
Goodling
Gray
Green, Oreg.
Green, Pa.
Griffin
Griffiths
Gross
Grover
Gubser
Gude
Gurney
Hagan
Haley
Hall
Halleck
Halpern
Hamilton
Hammer-
schmidt
Hanley

Hanna
Hansen, Wash.
Hardy
Harrison
Harsha
Harvey
Hathaway
Hawkins
Hays
Hébert
Hechler, W. Va.
Heckler, Mass.
Helstoski
Henderson
Hicks
Horton
Hosmer
Howard
Hull
Hungate
Hunt
Hutchinson
Ichord
Irwin
Jacobs
Jarman
Joelson
Johnson, Calif.
Johnson, Pa.
Jones, Ala.
Jones, Mo.
Jones, N.C.
Karsten
Karth
Kastenmeier
Kazen
Kee
Keith
King, N.Y.
Kirwan
Kleppe
Kluczyński
Kupferman
Kuykendall
Kyl
Kyros
Laird
Langen
Latta
Lennon
Lipscott
Lloyd
Long, Md.
Lukens
McCarthy
McClary
McCloskey
McClure
McCulloch
McDade
McDonald,
Mich.
McEwen
McFall
McMillan
Macdonald,
Mass.
MacGregor
Machen
Mahon
Mailliard
Marsh
Martin
Mathias, Calif.
Mathias, Md.
Matsunaga
Mayne
Meeds
Meskill
Michel
Miller, Calif.
Miller, Ohio
Mills
Minish
Mink
Mize
Monagan
Montgomery
Moore
Moorhead
Morgan
Morris, N. Mex.
Morse, Mass.
Morton
Mosher
Moss
Murphy, Ill.
Murphy, N.Y.
Myers
Natcher
Nedzi
Nelsen
Nichols
Nix

O'Hara, Ill.
O'Hara, Mich.
O'Konski
Olsen
O'Neal, Ga.
O'Neill, Mass.
Ottinger
Passman
Patman
Patten
Pelly
Pepper
Perkins
Pettis
Philbin
Pickle
Pike
Pirnie
Poage
Podell
Poff
Pollock
Price, Ill.
Price, Tex.
Pryor
Pudinski
Purcell
Quie
Quillen
Rallsbach
Randall
Rees
Reid, Ill.
Reid, N.Y.
Reifel
Reinecke
Reuss
Rhodes, Ariz.
Riegle
Rivers
Roberts
Robison
Rodino
Rogers, Colo.
Rogers, Fla.
Ronan
Rooney, N.Y.
Rooney, Pa.
Rosenthal
Rostenkowski
Roth
Roudebush
Roush
Roybal
Rumsfeld
Ryan
St Germain
St. Onge
Satterfield
Saylor
Schadeberg
Scherle
Scheuer
Schneebeli
Schweiker
Schwengel
Scott
Selden
Shipley
Shriver
Sikes
Sisk
Skubitz
Slack
Smith, Calif.
Smith, N.Y.
Smith, Okla.
Snyder
Springer
Stafford
Staggers
Stanton
Steed
Steiger, Ariz.
Stratton
Stubblefield
Stuckey
Sullivan
Taft
Talcott
Taylor
Teague, Calif.
Teague, Tex.
Thompson, Ga.
Thompson, N.J.
Thomson, Wis.
Tiernan
Tuck
Tunney
Udall
Ullman
Van Deerlin
Vander Jagt
Vanik

Vigorito
Waldie
Walker
Wampler
Watkins
Watson
Watts
Whalen
Whalley
White
Whitener

Whitten
Widnall
Wiggins
Williams, Pa.
Willis
Wilson, Bob
Wilson,
Charles H.
Winn
Wolff
Wright

Wyatt
Wylder
Wyllie
Wyman
Yates
Young
Zablocki
Zion
Zwach

NAYS—0

NOT VOTING—42

Anderson,
Tenn.
Ashley
Blanton
Boland
Brock
Conyers
Culver
de la Gaze
Delaney
Diggs
Evins, Tenn.
Fino
Frelinghuysen
Gallagher

Gardner
Gialmo
Gibbons
Hansen, Idaho
Herlong
Hollifield
Holland
Jonas
Kelly
King, Calif.
Kornegay
Landrum
Leggett
Long, La.
Madden

May
Minshall
Rarick
Resnick
Rhodes, Pa.
Ruppe
Sandman
Smith, Iowa
Steiger, Wis.
Stephens
Tenzer
Utt
Waggonner

So (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

The Clerk announced the following pairs:

Mr. Waggonner with Mr. Utt.
Mr. Evins of Tennessee with Mr. Jonas.
Mr. Rhodes of Pennsylvania with Mr. Fino.
Mr. Hollifield with Mr. Minshall.
Mr. Bolland with Mrs. May.
Mr. Gialmo with Mr. Gardner.
Mr. Delaney with Mr. Frelinghuysen.
Mr. Culver with Mr. Brock.
Mr. Smith of Iowa with Mr. Hansen of Idaho.
Mr. Madden with Mr. Sandman.
Mr. King of California with Mr. Ruppe.
Mr. Blanton with Mr. Vander Jagt.
Mr. Anderson of Tennessee with Mr. Steiger of Wisconsin.
Mr. Leggett with Mr. Kornegay.
Mr. Tenzer with Mr. Conyers.
Mr. Ashley with Mr. Diggs.
Mr. Landrum with Mrs. Kelly.
Mr. Gallagher with Mr. Resnick.
Mr. Long of Louisiana with Mr. de la Garza.
Mr. Gibbons with Mr. Rarick.
Mr. Holland with Mr. Stephens.

The result of the vote was announced as above recorded.

The doors were opened.

A motion to reconsider was laid on the table.

GENERAL LEAVE TO EXTEND

Mr. PERKINS. Mr. Speaker, I ask unanimous consent that all members be permitted to revise and extend their remarks in connection with the House consideration of H.R. 18366, the Vocational Education Amendments of 1968.

The SPEAKER. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

RIVERS AND HARBORS AND FLOOD CONTROL ACT OF 1968

Mr. FALLON. Mr. Speaker, I move to suspend the rules and pass the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and other purposes, as amended.

The Clerk read as follows:

S. 3710

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—RIVERS AND HARBORS

SEC. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated. The provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full.

NAVIGATION

Ipswich River, Massachusetts: House Document Numbered 265, Ninetieth Congress, at an estimated cost of \$616,000;

Fall River Harbor, Massachusetts and Rhode Island: House Document Numbered 175, Ninetieth Congress, at an estimated cost of \$8,762,000;

Bristol Harbor, Rhode Island: House Document Numbered 174, Ninetieth Congress, at an estimated cost of \$873,000;

Hempstead Harbor, New York: House Document Numbered 101, Ninetieth Congress, at an estimated cost of \$703,000;

Cooper River, Charleston Harbor, South Carolina: Senate Document Numbered 88, Ninetieth Congress, at an estimated cost of \$35,381,000;

Miami Harbor, Florida: Senate Document Numbered 93, Ninetieth Congress, at an estimated cost of \$6,476,000;

Gulf Intracoastal Waterway, St. Marks to Tampa, Florida: Senate Document Numbered —, Ninetieth Congress, except that not to exceed \$40,000,000 is authorized for initiation of such project;

Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana: House Document Numbered 155, Ninetieth Congress, at an estimated cost of \$8,645,000;

Red River Waterway, Louisiana, Texas, Arkansas, and Oklahoma: House Document Numbered 304, Ninetieth Congress, except that not to exceed \$50,000,000 is authorized for initiation of such project;

Mississippi River-Gulf Outlet, Michoud Canal, Louisiana: Senate Document Numbered —, Ninetieth Congress, at an estimated cost of \$1,300,000;

Mississippi River Outlets, Venice, Louisiana: House Document Numbered —, Ninetieth Congress, at an estimated cost of \$4,520,000;

Yazoo River, Mississippi: House Document Numbered 342, Ninetieth Congress, at an estimated cost of \$52,147,000.

Corpus Christi Ship Canal, Texas: Senate Document Numbered —, Ninetieth Congress, at an estimated cost of \$19,042,000;

Mouth of the Colorado River, Texas: Senate Document Numbered —, Ninetieth Congress, at an estimated cost of \$8,000,000;

Wilson Harbor, New York: House Document Numbered 112, Ninetieth Congress, at an estimated cost of \$198,000;

Cattaraugus Creek Harbor, New York: House Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,315,000;

Hamlin Beach State Park, New York: House Document Numbered —, Ninetieth Congress, at an estimated cost of \$500,000;

Forestville Harbor, Michigan: House Document Numbered 183, Ninetieth Congress, at an estimated cost of \$538,000;

Tawas Bay Harbor, Michigan: House Document Numbered 189, Ninetieth Congress, at an estimated cost of \$466,000;

Detroit River, Trenton Channel, Michigan: House Document Numbered 338, Ninetieth Congress, at an estimated cost of \$31,300,000;

Snohomish River (Everett Harbor), Washington: House Document Numbered , Ninetieth Congress, at an estimated cost of \$1,108,000;

Humboldt Harbor and Bay, California: House Document Number 330, Ninetieth Congress, at an estimated cost of \$2,430,000;

Port Hueneme, California: House Document Numbered , at an estimated cost of \$1,000,000;

Ventura Marina, California: House Document Numbered , at an estimated cost of \$1,540,000.

San Diego Harbor, California: House Document Numbered , Ninetieth Congress, at an estimated cost of \$5,360,000;

Kake Harbor, Alaska: Senate Document Numbered 70, Ninetieth Congress, at an estimated cost of \$1,760,000;

King Cove Harbor, Alaska: Senate Document Numbered 13, Ninetieth Congress, at an estimated cost of \$522,000;

Sergius and Whitestone Narrows, Alaska: Senate Document Numbered 95, Ninetieth Congress, at an estimated cost of \$3,030,000;

Coasts of Hawaiian Islands, Harbors for Light Draft Vessels: House Document Numbered 353, Ninetieth Congress, at an estimated cost of \$1,256,000.

BEACH EROSION

Brevard County, Florida: House document Numbered 352, Ninetieth Congress, at an estimated cost of 680,000.

SEC. 102. The project for beach erosion control, Fort Pierce, Florida, authorized by the River and Harbor Act of 1965 (79 Stat. 1089, 1992) in accordance with the recommendations of the Chief of Engineers in House Document Numbered 84, Eighty-ninth Congress, is hereby modified to provide for construction of the project and periodic nourishment for ten years by the Secretary of the Army, acting through the Chief of Engineers. In addition to applicable requirements of local cooperation set forth in the aforementioned report of the Chief of Engineers, local interests shall, prior to construction, give assurances satisfactory to the Secretary of the Army that they will—

(1) contribute in cash, either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction or nourishment schedules, as determined by the Chief of Engineers, all costs of initial construction and periodic nourishment for ten years exclusive of costs assigned to the Federal Government in the aforementioned recommendations of the Chief of Engineers; and

(2) hold and save the United States free from damages due to the construction works.

SEC. 103. (a) That section 2 of the Act entitled "An Act authorizing the Secretary of War to sell and convey to the town of Marmet, West Virginia, two tracts of land to be used for municipal purposes", approved July 8, 1942 (56 Stat. 651) is hereby amended by deleting the period after the words "related municipal purposes" and inserting thereafter the phrase "including fire-fighting facilities and structures".

(b) The Secretary of the Army is authorized and directed to issue to the town of Marmet, West Virginia, without monetary consideration therefor, such written instruments as may be necessary to carry out the provisions of this section.

SEC. 104. (a) That notwithstanding any other provision of law, the Secretary of the

Army or his designee, is authorized and directed to convey to the State of West Virginia, subject to the terms and conditions hereinafter stated, and to such other terms and conditions hereinafter stated, and to such other terms and conditions as the Secretary of the Army, or his designee, shall deem to be in the public interest, all right, title, and interest of the United States in and to certain real property, together with improvements thereon, located at Ohio River locks and dams numbered 16, 19, 20, and 21 in West Virginia as described in subsection (b) of this section. No property shall be conveyed under authority of this section until these locks and dams have been determined by the Secretary to be in excess to the requirements of the Department of the Army and suitable replacement facilities are in operation under the Ohio River navigation modernization program. The Secretary may make such prior disposition of such facilities and improvements on such lands as he deems to be in the best interest of the United States.

(b) The real property authorized for conveyance by subsection (a) of this section comprise all or portions of such lands and improvements as may be determined excess of four lock and dam projects, on the Ohio River in the State of West Virginia and designated as, number 16 (Willow Island Pool) in Tyler County, numbers 19 and 20 (Belleville Pool) in Wood County, and number 21 (Racine Pool) in Jackson County. The exact descriptions and acreage to be determined by the Secretary by accurate surveys, the cost of which is to be borne by the State of West Virginia.

(c) The conveyance authorized herein shall provide that said property shall be used only for public park and recreation purposes and such other uses directly related to programs of the West Virginia Department of Natural Resources, and if it ever ceases to be used for such purposes, title to said property shall immediately revert to the United States. Any deed of conveyance shall also be subject to and include the following additional terms and conditions:

(1) The State of West Virginia shall pay the United States as consideration for the conveyance 50 per centum of the current fair market value of the property as determined by the Secretary of the Army.

(2) There shall be reserved to the United States such flowage easements and rights-of-way for roads and utility lines as the Secretary determines may be required for other navigation projects.

(3) Such other restrictions, terms, and conditions as the Secretary deems necessary to protect the interests of the United States.

(d) Any moneys paid for the conveyances referred to herein shall be covered into the United States Treasury as miscellaneous receipts.

SEC. 105. (a) That the Secretary of the Army shall convey, without monetary consideration, to the city of Buffalo, New York, all right, title, and interest of the United States in and to certain real property underlying Lake Erie containing approximately 46.01 acres and more particularly described in subsection (b) of this section, on condition that such real property be used for public park and recreational development purposes and if such property shall ever cease to be used for such purposes, title thereto shall revert to the United States.

(b) The real property referred to in this section is more particularly described as follows:

(1) PARCEL E.—Beginning at the point of intersection of the south line of outer lot 39 prolonged and the shoreline of Lake Erie as established in 1846, which point bears south 68 degrees 28 minutes west, a distance of 140 feet, more or less, from United States Monument numbered 7, which monument is the

southeasterly corner of the said outer lot 39;

thence southwesterly at right angles with the established harbor line 1,140 feet, more or less, to the said harbor line;

thence northwesterly along said harbor line 1,310 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and a line 330 feet northerly at right angles from and parallel with the south line of outer lot 36;

thence northeasterly at right angles with said harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846;

thence southeasterly along said shoreline of Lake Erie 1,320 feet, more or less, to the point of beginning containing 34.04 acres, more or less.

(2) PARCEL C-B.—Beginning at the point of intersection of the shoreline of Lake Erie with the northerly line of land deeded to the United States Government, October 21, 1846, said line also extending in a due east and west direction and passing through the northwest corner of outer lot 36 (United States Monument No. 2), said point of beginning being also 480 feet, more or less, west of the said northwest corner of outer lot 36;

thence southeasterly along said shoreline of Lake Erie in 1846 a distance of 470 feet, more or less, to the intersection with a line 330 feet northly at right angles from and parallel with the south line of lot 36, said line being also the north line of lands deeded to the United States Government, September 25, 1847;

thence southwesterly at right angles to established harbor line 1,115 feet, more or less, to the established harbor line;

thence northwesterly along said harbor line 465 feet, more or less, to the point of intersection of said harbor and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and the line extending in a due east and west direction and passing through the northwest corner of outer lot 36;

thence easterly at right angles to established harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846, which is the above referenced point of beginning, containing 11.97 acres, more or less.

(c) Any deed of conveyance made pursuant to this section shall reserve to the United States, for a period not to exceed seven years, the right to use such lands for a spoil disposal area for materials dredged from the Buffalo Harbor Project, including the right to place structures thereon and to perform all other actions incident to such use, together with the rights of ingress and egress thereto. Such deed shall contain such additional terms and conditions as may be determined by the Secretary of the Army to be necessary to protect the interest of the United States.

SEC. 106. (a) The Chief of Engineers, Department of the Army, under the direction of the Secretary of the Army, shall make an appraisal investigation and study, including a review of any previous relevant studies and reports, of the Atlantic, Gulf, and Pacific coasts of the United States, the coasts of Puerto Rico and the Virgin Islands, and the shorelines of the Great Lakes, including estuaries and bays thereof, for the purpose of (1) determining areas along such coasts and shorelines where significant erosion occurs; (2) identifying those areas where erosion presents a serious problem because the rate of erosion, considered in conjunction with economic, industrial, recreational, agricultural, navigational, demographic, ecological, and other relevant factors, indicates that action to halt such erosion may be justified; (3) describing generally the most suitable type of remedial action for those areas that have a serious erosion problem; (4) providing preliminary cost estimates for

such remedial action; (5) recommending priorities among the serious problem areas for action to stop erosion; (6) providing State and local authorities with information and recommendations to assist the creation and implementation of State and local coast and shoreline erosion programs; (7) developing recommended guidelines for land use regulation in coastal areas taking into consideration all relevant factors; and (8) identifying coastal areas where title uncertainty exists. The Secretary of the Army shall submit to the Congress as soon as practicable, but not later than three years after the date of enactment of this Act, the results of such appraisal investigation and study, together with his recommendations. The views of concerned local, State, and Federal authorities and interests will be taken into account in making such appraisal investigation and study.

(b) There are authorized to be appropriated such amounts, not to exceed \$1,000,000, as may be necessary to carry out the provisions of this section.

Sec. 107. That the projects for the Illinois Waterway and Grand Calumet River, Illinois and Indiana (Calumet-Sag navigation project), authorized by the River and Harbor Act of July 24, 1946, are hereby modified substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 45, Eighty-fifth Congress, insofar as such recommendations apply to existing highway bridges in Part II: Grand Calumet River and Indiana Harbor Canal, at an estimated cost of \$33,265,000.

Sec. 108. (a) Steele Bayou in Warren, Issaquena, Sharkey, and Washington Counties, Mississippi, Washington Bayou, in Issaquena and Washington Counties, Mississippi, are hereby declared to be nonnavigable within the meaning of the laws of the United States.

(b) The project for navigation on Steele Bayou, Washington Bayou, and Lake Washington, authorized by the Rivers and Harbors Acts of July 5, 1884, August 5, 1886, and June 25, 1910, is hereby deauthorized.

Sec. 109. Section 313 of the Act approved October 27, 1965 (79 Stat. 1073), is amended by deleting the date "June 30, 1968" and substituting in lieu thereof "June 30, 1969".

Sec. 110. The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to review the requirements of local cooperation for the Ouachita and Black Rivers navigation projects, authorized by the River and Harbor Act of 1950, as amended, with particular reference to Federal and non-Federal cost sharing, and he shall report the findings of such review to Congress within one year after the date of enactment of this Act.

Sec. 111. The Secretary of the Army, acting through the Chief of Engineers, is authorized to investigate, study, and construct projects for the prevention or mitigation of shore damages attributable to Federal navigation works. The cost of installing, operating, and maintaining such projects shall be borne entirely by the United States. No such project shall be constructed without specific authorization by Congress if the estimated first cost exceeds \$1,000,000.

Sec. 112. Section 111 of the River and Harbor Act of 1966 (80 Stat. 1417) is amended by adding at the end thereof the following:

"(g) The Secretary of the Interior shall conduct a study of those areas in the vicinity of the Washington Channel in the District of Columbia suitable for public visitor parking facilities. Such study shall, among others, consider existing and future visitation, multiple and alternative areas, methods for providing such facilities, and estimated costs and revenues to be derived therefrom. Not later than one hundred and eighty days after the date funds are appropriated to carry out such study, the Secretary shall submit to the President and Congress a report thereon

together with his recommendations, including necessary legislation, if any. There is authorized to be appropriated not to exceed \$100,000 to carry out this subsection."

Sec. 113. Those portions of the East and Hudson Rivers in New York County, State of New York, lying shoreward of a line within the United States Pierhead Line as it exists on the date of enactment of this Act, and bounded on the north by the north side of Spring Street extended westerly and the south side of Robert W. Wagner, Senior Place extended eastwardly, are hereby declared to be nonnavigable waters of the United States within the meaning of the laws of the United States. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled. Plans for bulkheading and filling shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

Sec. 114. That portion of the Northern Embarcadero area, beginning at the intersection of the northwesterly line of Bryant Street with the southwesterly line of Spear Street, which intersection lies on the line of jurisdiction of the San Francisco Port Authority; following thence westerly and northerly along said line of jurisdiction as described in the State of California Harbor and Navigation Code Section 1770, as amended in 1961, to its intersection with the easterly line of Van Ness Avenue produced northerly; thence northerly along said easterly line of Van Ness Avenue produced to its intersection with the United States Government pierhead line; thence following said pierhead line easterly and southerly to its intersection with the northwesterly line of Bryant Street produced northeasterly; thence southwesterly along said northwesterly line of Bryant Street produced to the point of beginning, is hereby declared to be nonnavigable waters within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all and/or any part of the described area. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled. Plans for bulkheading and filling shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

Sec. 115. That portion of the Northwest Branch of the Patapsco River located generally south of Pratt Street, east of Light Street, north of Key Highway, in the city of Baltimore, State of Maryland, and being more particularly described as all of that portion of the Northwest Branch of the Patapsco River lying west of a series of lines beginning at the point formed by the intersection of the south side of Pratt Street, as now laid out, and the west side of Pier 3 and running thence binding on the west side of Pier 3, south 04 degrees 19 minutes 47 seconds east 726.59 feet to the southwest corner of Pier 3; thence crossing the Northwest Branch of the Patapsco River, south 23 degrees 01 minutes 15 seconds west 855.36 feet to the point formed by the intersection of the existing pierhead and bulkhead line and the east side of Battery Avenue, last said point of intersection being the end of the first line of the fourth parcel of land conveyed by J. and F. Realty, Incorporated to Allegheny Pepsi-Cola Bottling Company by

deed dated December 22, 1965, and recorded among the Land Record of Baltimore City in Liber J. F. C. numbered 2006 folio 345, the location of said pierhead and bulkhead line is based upon the Corps of Engineers, Baltimore District, Baltimore, Maryland, coordinate value for station LIV of said pierhead and bulkhead line, the coordinate value as referred to the Lambert grid plane coordinate system for the State of Maryland of said station LIV being east 2,111,161.40, north 527,709.27 and thence binding on the east side of Battery Avenue, south 03 degrees 09 minutes 07 seconds east 568 feet, more or less, to intersect the north side of Key Highway as now laid out and located is hereby declared to be not a navigable stream of the United States within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all and or any part of the described area.

Sec. 116. (a) The Secretary of the Army is authorized and directed to remove from the Potomac River and to destroy the abandoned ships, ships' hulls, and pilings, located in Mallow's Bay, between Sandy Point and Liverpool Point, Charles County, Maryland, and at Wide Water, south of Quantico, Virginia, and any other abandoned ships formerly among those in Mallow's Bay or at Wide Water which have drifted from those locations. Local interests shall contribute 50 percent of the cost of such work.

(b) There is authorized to carry out this section, not to exceed \$175,000.

Sec. 117. The Chief of Engineers, under the direction of the Secretary of the Army, is hereby authorized to maintain authorized river and harbor projects in excess of authorized project depths where such excess depths have been provided by the United States for defense purposes and whenever the Chief of Engineers determines that such waterways also serve essential needs of general commerce.

Sec. 118. (a) Section 5 of the Act entitled "An Act creating the City of Clinton Bridge Commission and authorizing said commission and its successors to acquire by purchase or condemnation and to construct, maintain, and operate a bridge or bridges across the Mississippi River at or near Clinton, Iowa, at or near Fulton, Illinois", approved December 21, 1944, as revised, amended, and reenacted, is hereby amended by inserting "(a)" immediately after "Sec. 5." and by adding at the end of such section the following new subsection:

"(b) In addition to the method of payment provided in subsection (a) of this section, the commission and its successors and assigns are hereby authorized to provide for the payment of the cost of dismantling one bridge and of constructing as a replacement therefor a new bridge (including necessary approaches and approach highways) either entirely from a construction fund created in accordance with section 6 of this Act or from both such construction fund and from bonds issued and sold in accordance with subsection (a) of this section. The cost of any bridge constructed under this subsection (together with approaches and approach highways) shall include all costs and expenses included in the case of a bridge constructed under authority of subsection (a) of this section (including its approaches and approach highways)."

(b) The first sentence of section 6 of such Act of December 21, 1944, is amended by striking out the period at the end thereof and inserting in lieu thereof a comma and the following: "and, if the Commission determines it advisable to do so, to provide a construction fund specifically to pay the cost of dismantling one bridge and constructing a new bridge to replace it as authorized by subsection (b) of section 5 of this Act."

(c) Section 6 of such Act of December 21, 1944, is further amended by adding

immediately following the third sentence of such section the following new sentence: "If no bonds or notes are outstanding or if a sinking fund specifically for payment of all outstanding bonds and notes shall have been provided, the remainder of such tolls may, if the Commission determines it advisable to do so, be placed in a construction fund for use in accordance with subsection (b) of section 5 of this Act."

(d) The first sentence of subsection (a) of section 8 of such Act of December 21, 1944, is amended by inserting immediately after "solely for that purpose," the following: "and after any bridge constructed under authority of section 5(b) of this Act shall have been paid for, or sufficient funds are available in the construction fund authorized by section 6 to pay for such bridge."

(e) The amendments made by this section shall be inapplicable insofar as they authorize the construction of a bridge or bridges unless actual construction thereof is commenced within five years from the date of enactment of this section and such construction is completed by January 1, 1980.

Sec. 119. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following locations and subject to all applicable provisions of section 110 of the River and Harbor Act of 1950:

Back River, Maryland, from Chesapeake Bay to the city of Baltimore's waste water treatment plants.

Savannah and Tennessee Rivers, with a view to determining the advisability of providing a waterway connecting the rivers by canals and appurtenant facilities and a waterway connecting Charleston and Port Royal, South Carolina, with the lower Savannah River.

Lake Superior, with a view to determining the advisability of a waterway connecting the lake and the Mississippi River.

Sec. 120. Title I of this Act may be cited as the "River and Harbor Act of 1968".

TABLE II—FLOOD CONTROL

Sec. 201. Section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, except as otherwise provided by law. The authorization for any flood control project herein authorized by this Act requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Secretary of the Army or his designee of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

Sec. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

Sec. 203. The following works if improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein. The necessary plans, specifications, and preliminary work may be prose-

cuted on any project authorized in this title with funds from appropriations hereafter made for flood control so as to be ready for rapid inauguration of a construction program. The projects authorized in this title shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements. Penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

LOWER CHARLES RIVER, MASSACHUSETTS

The project for flood control on the Lower Charles River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 313, Ninetieth Congress, at an estimated cost of \$18,620,000.

CONNECTICUT RIVER BASIN

The project for the Beaver Brook Dam and Reservoir, Beaver Brook, New Hampshire, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 68, Ninetieth Congress, at an estimated cost of \$1,185,000.

The project for flood protection on Park River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 43, Ninetieth Congress, at an estimated cost of \$30,300,000.

LONG ISLAND SOUND

The project for flood protection on Norwalk River, Connecticut and New York, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 51, Ninetieth Congress, at an estimated cost of \$2,700,000.

DELAWARE-ATLANTIC COASTAL AREA

The project for hurricane-flood protection and beach erosion control along the Delaware Coast from Cape Henlopen to Fenwick Island, at the Delaware-Maryland State Line, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 90, Ninetieth Congress, at an estimated cost of \$5,584,000.

RAPPAHANNOCK RIVER BASIN

The project for the Salem Church Dam and Reservoir, Rappahannock River, Virginia, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 37, Ninetieth Congress, at an estimated cost of \$79,500,000.

CAPE FEAR RIVER BASIN

The project for the Randleman Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress at an estimated cost of \$19,463,000.

The project for the Howards Mill Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress, at an estimated cost of \$12,460,000.

SOUTH ATLANTIC COASTAL AREA

The project for beach erosion control and hurricane flood protection of Dade County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 335, Ninetieth Congress, at an estimated cost of \$11,805,000.

HILLSBOROUGH BAY, FLORIDA

The project for hurricane-flood control protection on Hillsborough Bay, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 313, Ninetieth Congress, at an estimated cost of \$9,909,000, except that construction of the barrier across Hillsborough Bay shall not be undertaken until the Chief of Engineers completes further detailed studies covering related water resource problems, including a comprehensive model study of the entire Tampa Bay area, and until sixty days after the date of submission of a report on such studies to the Committees on Public Works of the Senate and House of Representatives.

CENTRAL AND SOUTHERN FLORIDA

The project for Central and Southern Florida, authorized by the Flood Control Act of June 30, 1948, is further modified in accordance with the recommendations of the Chief of Engineers in Senate Document —, Ninetieth Congress, at an estimated cost of \$8,072,000, and in accordance with House Document —, Ninetieth Congress, at an estimated cost of \$58,182,000.

PASCAGOULA RIVER BASIN

The project for the Tallahala Creek Dam and Reservoir, Tallahala Creek, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 143, Ninetieth Congress, to an estimated cost of \$16,360,000.

LOWER MISSISSIPPI RIVER BASIN

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items:

(1) The project for the St. Francis River Basin, Arkansas and Missouri, authorized by the Flood Control Act approved June 15, 1936 (Public Law 74-678), as modified by subsequent Acts of Congress, including the Flood Control Act of 1965. Public Law 89-298 is hereby further modified to provide that the requirements of local cooperation for the improvements authorized in the Flood Control Act of 1965, shall conform to those requirements for local cooperation in the Saint Francis River Basin authorized in previous Acts of Congress, substantially as recommended by the Chief of Engineers in Senate Document Numbered 11, Ninetieth Congress.

(2) Improvements in the Boeuf and Tensas Rivers and Bayou Macon Basin to divert flows that would otherwise enter Lake Chicot, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 168, Ninetieth Congress, at an estimated cost of \$15,240,000, except that prior to initiation of construction of the project, local interests shall agree that no fees shall be charged for admission to Lake Chicot and to public recreation areas adjoining Lake Chicot and that user fees at such lake and areas shall be devoted to recreation purposes.

(3) Improvements in the Belle Fountain ditch and tributaries, Missouri, and Drainage District Number 17, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 339, Ninetieth Congress, at an estimated cost of \$4,638,000.

WHITE RIVER BASIN

The project for flood protection on Crooked Creek at and in the vicinity of Harrison, Arkansas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 28, Ninetieth Congress, at an estimated cost of \$2,840,000.

BRAZOS RIVER BASIN

The project for the Aquilla Dam and Reservoir, Aquilla Creek, Texas is hereby au-

thorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 52, Ninetieth Congress, at an estimated cost of \$23,612,000.

NAVASOTA RIVER BASIN

The project for flood protection on the Navasota River, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 341, Ninetieth Congress, except that Navasota Numbered 2 Reservoir shall be constructed first and there is authorized to be appropriated not to exceed \$55,487,000 for construction of such Reservoir.

CLEAR CREEK, TEXAS

The project for flood protection on Clear Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 351, Ninetieth Congress, at an estimated cost of \$12,600,000.

PECAN BAYOU, TEXAS

The project for flood protection on Pecan Bayou, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 350, Ninetieth Congress, at an estimated cost of \$2,861,000.

GULF OF MEXICO

The project for hurricane-flood control at Texas City and vicinity, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 187, Ninetieth Congress, at an estimated cost of \$10,990,000.

UPPER MISSISSIPPI RIVER BASIN

The project for flood protection on the Mississippi River from Cassville, Wisconsin, to mile 300, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 348, Ninetieth Congress at an estimated cost of \$21,300,000.

The project for flood protection of State Road and Ebner Coulees, city of La Crosse and Shelby Township, Wisconsin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered —, Ninetieth Congress at an estimated cost of \$6,849,000.

RED RIVER OF THE NORTH

The project for flood protection on the South Branch of the Wild Rice River and Felton Ditch, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 98, Ninetieth Congress, at an estimated cost of \$1,230,000.

OHIO RIVER BASIN

The project for flood protection on the Ohio River in Southwestern Jefferson County, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 340, Ninetieth Congress, at an estimated cost of \$19,800,000.

The project for the Utica Dam and Reservoir and flood protection at Newark, Licking River Basin, Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 337, Ninetieth Congress, at an estimated cost of \$32,953,000.

WABASH RIVER BASIN

The project for flood control and related purposes in the Wabash River Basin, Indiana, Illinois, and Ohio is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 96, Ninetieth Congress, except that Big Walnut Reservoir is authorized in accordance with the plan for

such project set forth in report of the Chief of Engineers in such Document, and not to exceed \$37,100,000 is authorized for construction of such reservoir.

MISSOURI RIVER BASIN

The project for the Bear Creek Dam and Reservoir, South Platte River, Colorado, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Ninetieth Congress, at an estimated cost of \$32,314,000.

The project for flood protection on the Big Sioux River at and in the vicinity of Sioux City, Iowa and South Dakota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 94, Ninetieth Congress, at an estimated cost of \$2,750,000. With respect to that portion of the project above Sioux City, Iowa, approved in accordance with House Document Numbered 199, Eighty-eight Congress, in the Flood Control Act of 1965 (Public Law 89-298), there shall be mutual agreement between the States of Iowa and South Dakota on a flood control plan and a plan for mitigation of fish and wildlife losses with respect to said portion within one year and three months following completion of the reservoir study for the upper basin of the Big Sioux River and the Rock River now underway and receipt of copies of said report by the Governors of the States of Iowa and South Dakota. If said mutual agreement is not reached within said time, approval of said flood control plan and plan for mitigation of fish and wildlife losses shall be made by a committee consisting of one representative each appointed by the Chief of Engineers, the Secretary of Interior, and the Secretary of Agriculture.

The project for flood protection and other purposes in the Papillion Creek Basin, Nebraska, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 349, Ninetieth Congress, at an estimated cost of \$26,800,000.

The project for the Davids Creek Dam and Reservoir, Nishnabotna River, Iowa, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 142, Ninetieth Congress, at an estimated cost of \$2,040,000.

The project for flood control and other purposes on the Little Blue River in the vicinity of Kansas City, Missouri, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 169, Ninetieth Congress, at an estimated cost of \$38,492,000.

The second paragraph under the heading "Missouri River Basin" of the Act entitled "An Act authorizing additional appropriations for the prosecution of comprehensive plans for certain river basins", approved December 30, 1963 (77 Stat. 840), is hereby amended to read as follows:

"The comprehensive plan for flood control and other purposes in the Missouri River Basin, authorized by the Flood Control Act of June 28, 1938, as amended and supplemented, is further modified to include such bank protection or rectification works at or below the Garrison Reservoir as in the discretion of the Chief of Engineers and the Secretary of the Army may be found necessary, at an estimated cost of \$7,040,000."

JORDAN RIVER BASIN

The project for the Little Dell Dam and Reservoir, Salt Lake City Streams, Utah, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 53, Ninetieth Congress, at an estimated cost of \$22,664,000.

SACRAMENTO RIVER BASIN

The project for flood protection on the Feather River at Chester, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 314, Ninetieth Congress, at an estimated cost of \$940,000.

SANTA ANA RIVER BASIN

The project for flood protection, and other purposes on Cucamonga Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 323, Ninetieth Congress, at an estimated cost of \$26,300,000.

SAN FRANCISCO BAY AREA

The project for flood control on Alhambra Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 336, Ninetieth Congress, at an estimated cost of \$8,000,000.

MAD RIVER, CALIFORNIA

The project for flood control on the Mad River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered —, Ninetieth Congress, at an estimated cost of \$38,600,000.

SWEETWATER RIVER BASIN

The project for flood control on the Sweetwater River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 148, Ninetieth Congress, at an estimated cost of \$4,900,000.

TANANA RIVER BASIN

The project for flood control in the Tanana River Basin in the vicinity of Fairbanks, Alaska, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 89, Ninetieth Congress, at an estimated cost of \$111,700,000.

IAO STREAM, HAWAII

The project for flood protection and other purposes on Iao Stream, Hawaii, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 151, Ninetieth Congress, at an estimated cost of \$1,660,000.

SEC. 204. The Secretary of the Army, acting through the Chief of Engineers, is authorized to provide such school facilities as he may deem necessary for the education of dependents of persons engaged in the construction of the Dworshak Dam and Reservoir project, Idaho, and to pay for the same from any funds available for such project. When he determines it to be in the public interest, the Secretary, acting through the Chief of Engineers, may enter into cooperative arrangements with local and Federal agencies for the operation of such Government facilities, for the expansion of local facilities at Federal expense, and for contributions by the Federal Government to cover the increased cost to local agencies of providing the educational services required by the Government.

SEC. 205. The project for flood protection at Ironton, Ohio, authorized by the Flood Control Act of August 28, 1937, is hereby modified so as to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, of aluminum closure structures at gates numbered 10, 17, and 18, located at Second and Orchard Streets, Second Street west of Storms Creek, and Second and Ellison Streets, respectively at an estimated cost of \$58,000.

SEC. 206. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control,

and for other purposes", approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Weber River, Utah, shall expire on April 16, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

SEC. 207. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Pecos River at Carlsbad, New Mexico, shall expire on May 19, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

SEC. 208. The project for flood protection on the Gila River below Painted Rock Reservoir, Arizona, authorized by the Flood Control Act of 1962 (76 Stat. 1180, 1190), substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 116, Eighty-seventh Congress, is hereby modified to provide that local cooperation shall consist of the requirements that, prior to construction, local interests give assurances satisfactory to the Secretary of the Army that they will: (1) make a cash contribution of \$700,000, to be paid either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction schedules, as determined by the Chief of Engineers, except that the reasonable value, as determined by the Chief of Engineers, of any lands, easements, rights-of-way, and relocations, furnished by the local interests shall be deducted from the required cash contribution; (2) hold and save the United States free from damages due to the construction works; (3) maintain and operate all works after completion in accordance with regulations prescribed by the Secretary of the Army.

SEC. 209. (a) Whenever any State, or any agency or instrumentality of a State or local government, or any nonprofit incorporated body organized or chartered under the law of the State in which it is located, or any nonprofit association or combination of such bodies, agencies or instrumentalities, shall undertake to secure any lands or interests therein as a site for the resettlement of families, individuals, and business concerns displaced by a river and harbor improvement, flood control or other water resource project duly authorized by Congress, and when it has been determined by the Secretary of the Army that the State is unable to acquire necessary lands or interests in lands or is unable to acquire such lands or interests in lands with sufficient promptness, the Secretary, upon the request of the Governor of the State in which such site is located, and after consultation with appropriate Federal, State, interstate, regional, and local departments and agencies, is authorized, in the name of the United States and prior to the approval of title by the Attorney General, to acquire, enter upon, and take possession of such lands or interests in lands by purchase, donation, condemnation or otherwise in accordance with the laws of the United States (including the Act of February 26, 1931 (46 Stat. 1421)). All expenses of said acquisition and any award that may be made under a condemnation proceeding, including costs of examination and abstract of title, certificate of title, appraisal, advertising, and any fees incident to acquisition, shall be paid by such State or body, agency, or instrumentality. Pending such payment, the Secretary may expend from any funds hereafter appropriated for the project occasioning such acquisition such

sums as may be necessary to carry out this section. To secure payment, the Secretary may require any such State or agency, body, or instrumentality to execute a proper bond in such amount as he may deem necessary before acquisition is commenced. Any sums paid to the Secretary by any such State or agency, body or instrumentality shall be deposited in the Treasury to the credit of the appropriation for such project.

(b) No acquisition shall be undertaken under the authority of this section unless the Secretary has determined, after consultation with appropriate Federal, State, and local governmental agencies that (1) the development of a site is necessary in order to alleviate hardships to displaced persons; (2) the location of the site is suitable for development in relation to present or potential sources of employment; and (3) a plan for development of the site has been approved by appropriate local governmental authorities in the area or community in which such site is located.

(c) The Secretary is further authorized and directed by proper deed, executed in the name of the United States, to convey any lands or interests in land acquired in any State under the provisions of this section, to the State, or such public or private nonprofit body, agency, or institution in the State as the Governor may prescribe, upon such terms and conditions as may be agreed upon by the Secretary, the Governor, and the agency to which the conveyance is to be made.

SEC. 210. No entrance or admission fees shall be collected after March 31, 1970, by any officer or employee of the United States at public recreation areas located at lakes and reservoirs under the jurisdiction of the Corps of Engineers, United States Army. User fees at these lakes and reservoirs shall be collected by officers and employees of the United States only from users of highly developed facilities requiring continuous presence of personnel for maintenance and supervision of the facilities, and shall not be collected for access to or use of water areas, undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided.

SEC. 211. The Mason J. Niblack levee feature of the project for flood control in the Wabash River Basin, Illinois and Indiana, authorized by the Flood Control Act approved July 24, 1946, is hereby modified to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, and operation and maintenance by local interests, of pumping facilities to remove ponded interior drainage from the area protected by the levee, at an estimated cost of \$500,000.

SEC. 212. The Secretary of the Army, acting through the chief of Engineers, is authorized to amend Contract Numbered DA-45-108-CIVENG-66-68, between the United States and the Montana State Highway Commission for the relocation of Montana State Highway 37 in connection with the construction of the Libby Dam project, so as to provide that the design standards for the relocation shall be those adopted by the State of Montana pursuant to the provisions of the Highway Safety Act of 1966 (80 Stat. 731).

SEC. 213. The project for flood control and improvement of the Lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534) as amended and modified, is further modified to provide pumping plants and other drainage facilities in Cairo, Illinois, and vicinity, to the extent found economically justified by the Chief of Engineers, subject to the conditions that local interests (1) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the work; (2) hold and save the United States free from damages due to the construction work; and

(3) maintain and operate all works after completion.

SEC. 214. The project for the Sanders Creek Red River Basin, Texas, is hereby modified to provide for the acquisition of additional privately owned lands aggregating approximately seven hundred and fifty acres located within the boundaries of former Camp Maxey, Lamar County, Texas, for the purpose of consolidating Federal ownership of areas as may be needed for wildlife purposes in connection with the Pat Mayse Dam and Reservoir project, and to facilitate the establishment of a wildlife refuge or wildlife management area. The lands so acquired will be made available to the Secretary of the Interior or to the State of Texas in accordance with established administrative procedures pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.). The acquisition of such lands may be deferred until such time as assurances are given, satisfactory to the Chief of Engineers, that a wildlife refuge or wildlife management area will be established.

SEC. 215. (a) The Secretary of the Army, acting through the Chief of Engineers, may, when he determines it to be in the public interest, enter into agreements providing for reimbursement to States or political subdivisions thereof for work to be performed by such non-Federal public bodies at water resources development projects authorized for construction under the Secretary of the Army and the supervision of the Chief of Engineers. Such agreements may provide for reimbursement of installation costs incurred by such entities or an equivalent reduction in the contributions they would otherwise be required to make, or in appropriate cases, for a combination thereof. The amount of Federal reimbursement, including reductions in contributions, for a single project shall not exceed \$1,000,000.

(b) Agreements entered into pursuant to this section shall (1) fully describe the work to be accomplished by the non-Federal public body, and be accompanied by an engineering plan if necessary therefor; (2) specify the manner in which such work shall be carried out; (3) provide for necessary review of design and plans, and inspection of the work by the Chief of Engineers or his designee; (4) state the basis on which the amount of reimbursement shall be determined; (5) state that such reimbursement shall be dependent upon the appropriation of funds applicable thereto or funds available therefor, and shall not take precedence over other pending projects of higher priority for improvements; and (6) specify that reimbursement or credit for non-Federal installation expenditures shall apply only to work undertaken on Federal projects after project authorization and execution of the agreement, and does not apply retroactively to past non-Federal work. Each such agreement shall expire three years after the date on which it is executed if the work to be undertaken by the non-Federal public body has not commenced before the expiration of that period. The time allowed for completion of the work will be determined by the Secretary of the Army, acting through the Chief of Engineers, and stated in the agreement.

(c) No reimbursement shall be made, and no expenditure shall be credited, pursuant to this section, unless and until the Chief of Engineers or his designee, has certified that the work for which reimbursement or credit is requested has been performed in accordance with the agreement.

(d) Reimbursement for work commenced by non-Federal public bodies no later than one year after enactment of this section, to carry out or assist in carrying and projects for beach erosion control, may be made in accordance with the provisions of section 2 of the Act of August 13, 1946, as amended (33 U.S.C. 426f). Reimbursement for such work may, as an alternative, be made in accordance

with the provisions of this section, provided that agreement required herein shall have been executed prior to commencement of the work. Expenditures for projects for beach erosion control commenced by non-Federal public bodies subsequent to one year after enactment of this section may be reimbursed by the Secretary of the Army, acting through the Chief of Engineers, only in accordance with the provisions of this section.

(e) This section shall not be construed (1) as authorizing the United States to assume any responsibilities placed upon a non-Federal body by the conditions of project authorization, or (2) as committing the United States to reimburse non-Federal interests if the Federal project is not undertaken or is modified so as to make the work performed by the non-Federal public body no longer applicable.

(f) The Secretary of the Army is authorized to allot from any appropriations hereafter made for civil works, not to exceed \$10,000,000 for any one fiscal year to carry out the provisions of this section. This limitation does not include specific project authorizations providing for reimbursement.

SEC. 216. (a) The Secretary of the Army shall, without monetary consideration, extend until October 1, 1964, the rights described in this section which were reserved until July 1, 1964, to any former owner (including his heirs, administrators, executors, successors, and assigns) of the subsurface estate of any real property acquired by the United States in connection with the construction of the Carlyle Reservoir project on the Kaskaskia River, Illinois. The reserved rights referred to in this section are more particularly described as the reservation of all oil, gas, and other minerals of like fugacious character, together with rights necessary for the purpose of exploration, development, production, and removal thereof within the Boulder Oil Field and restricted to section 2 township 2 north, range 2 west, and sections 34, 35, and 36 in township 3 north, range 2 west, Clinton County, Illinois.

(b) The Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to such persons designated by the Secretary of the Army, whose rights are authorized to be extended by subsection (a) of this section, the amount of money determined by the Secretary of the Army to represent their respective interests in royalty payments received by the United States for the authorized three-month extended period. The total payments so made shall not exceed the sum of \$6,401.16.

SEC. 217. (a) No provision of law heretofore or hereafter enacted which limits the number of persons who may be appointed as full-time civilian employees, or temporary and part-time employees, in the executive branch of the Government shall apply to employees of the Tennessee Valley Authority engaged in its power program and paid exclusively from other than appropriated funds, in applying any such provision of law to other departments and agencies in the executive branch, the number of such employees of the Tennessee Valley Authority shall not be taken into account.

(b) No provision of law that seeks to limit expenditures and net lending during the fiscal year ending on June 30, 1969, under the Budget of the United States Government, shall apply to expenditures by the Tennessee Valley Authority out of the proceeds from its power operations, from the sale of any power program assets, or from power revenue bonds, notes, or other evidences of indebtedness.

SEC. 218. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drain-

age areas of the United States and its territorial possessions, which include the localities specifically named in this section. After the regular or formal reports made on any survey authorized by this section are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to Congress, if such review is required by the national defense or by changed physical or economic conditions.

Burnett, Crystal, and Scotts Bays and vicinity, Baytown, Texas, in the interest of flood control, drainage, and related water and land resources, including specifically the problems of general subsidence of the area and flood problems created thereby.

Linville Creek, Caney Creek and Tres Palacios, Texas, in the interest of flood control and related purposes.

Oso Creek, Texas, in the interest of flood control and related purposes.

Maddaket, Smith's Point and Broad Creek, Massachusetts, in the interest of flood control, hurricane protection, navigation and related purposes.

Streams at and in the vicinity of the Spring Mountain Youth Camp, Spring Mountain Range, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Virgin River, at and in the vicinity of Bunkerville, Mesquite, and Riverside, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Cuyahoga River from Upper Kent to Portage Trail in Cuyahoga Falls, Ohio, in the interest of flood control, pollution abatement, low flow regulation, and other allied water purposes.

Kalihi Stream, Honolulu, Oahu, Hawaii.

SEC. 219. Title II of this Act may be cited as the "Flood Control Act of 1968".

TITLE III—RIVER BASIN MONETARY AUTHORIZATIONS

SEC. 301. That, (a) in addition to previous authorizations, there is hereby authorized to be appropriated for the prosecution of the comprehensive plan of development of each river basin under the jurisdiction of the Secretary of the Army referred to in the first column below, which was basically authorized by the Act referred to by date of enactment in the second column below, an amount not to exceed that shown opposite such river basin in the third column below:

Basin	Act of Congress	Amount
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and southern Florida.....	June 30, 1948	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	June 28, 1938	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Ouachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	June 28, 1938	2,000,000

(b) The total amount authorized to be appropriated by this section shall not exceed \$466,000,000.

SEC. 302. In addition to the previous authorization, the completion of the system of flood control reservoirs on the West Branch Susquehanna River, Pennsylvania, authorized by the Flood Control Act of 1954, is hereby authorized at an estimated cost of \$3,000,000.

SEC. 303. Title III of this Act may be cited as the "River Basin Monetary Authorization Act of 1968".

The SPEAKER. Is a second demanded?

Mr. CRAMER. Mr. Speaker, I demand a second.

The SPEAKER. Without objection, a second will be considered as ordered.

There was no objection.

The SPEAKER. The gentleman from Maryland is recognized for 20 minutes.

Mr. FALLON. Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota [Mr. BLATNIK].

Mr. Speaker, will the gentleman yield?

Mr. BLATNIK. I am pleased to yield to the chairman of our committee.

(Mr. FALLON asked and was given permission to revise and extend his remarks.)

Mr. FALLON. Mr. Speaker, it is a distinct privilege to present to the House today the omnibus river and harbor and flood control bill, S. 3710, as amended, and to recommend its enactment. This bill authorizes 31 navigation projects and 41 flood-control projects in 31 States. Yet, and I want to make this abundantly clear, this bill is an economy bill. The Committee on Public Works has made every effort to keep down the total authorization contained in the bill, while at the same time including those projects which are urgently needed for the economic well-being of the Nation. The projects in this bill will provide valuable benefits to the people of this Nation through improvement of navigation, prevention of floods, water supplies for our cities and towns, water quality, and recreation. The projects encompass 31 States so that the benefits are truly widespread. Yet with all of this, the total authorization contained in this bill for these new projects is only \$1,121,319,000 and an additional \$469,000,000 to proceed with previously authorized projects. Mr. Speaker, at a time when economy in our Government is so important, I think the members of the Committee on Public Works and the Subcommittee on Rivers and Harbors and Flood Control are deserving of our highest commendation for the success of their efforts to keep the cost of this bill down.

I want to emphasize that this bill does not appropriate 1 cent of taxpayers' money at this time. Therefore, passage of the bill will not affect the present fiscal situation of the United States. However, with the passage of this bill, those projects which are needed for the well-being of our Nation will be in a ready position to be developed as rapidly as the economic and fiscal situation of the Nation allows.

Mr. Speaker, I wish to commend the members of the full committee and the subcommittees who, in spite of other pressing business, devoted so much time and effort to the consideration of this bill. I particularly commend the gentleman from Minnesota who chairs the Subcommittee on Rivers and Harbors, and the gentleman from Alabama who chairs the Subcommittee on Flood Control, and the gentleman from Florida [Mr. CRAMER], for their outstanding efforts with regard to this bill.

Mr. BLATNIK. Mr. Speaker, S. 3710, the River and Harbor and Flood Control Act of 1968, is a result of the tireless effort of all members of the Committee on Public Works. At this time I would like to express our appreciation for the leadership given by the gentleman from

Maryland [Mr. FALLON], and the able chairman of the Subcommittee on Flood Control, the gentleman from Alabama [Mr. JONES], and the splendid cooperation given by the ranking minority members, the gentleman from Florida [Mr. CRAMER], and the gentleman from Ohio [Mr. HARSHA], and participation of Members from both sides.

Mr. Speaker, the Subcommittee on Rivers and Harbors heard testimony on many navigation and beach erosion projects. We carefully analyzed and examined all the projects that were presented to the subcommittee, as well as the subject matter of numerous legislative proposals.

Title I, the River and Harbor Act of 1968, includes authorization for 30 navigation projects and one beach erosion control project, at an estimated Federal cost of \$322,733,000, and includes work in 17 States.

S. 3710 is another forward move in the extension of the Federal river and harbor program which has produced the best system of navigable harbors and waterways possessed by any nation. Since Congress initiated the program in 1824, considerable sums of money have been appropriated for improving and maintaining the Nation's navigable waterways. These improved waterways carry huge tonnage of foreign and interstate commerce and have made possible free, easy, and unobstructed interstate commerce, and have more than justified the Federal expenditure.

Mr. Speaker, I urge favorable consideration of S. 3710.

(Mr. BLATNIK asked and was given permission to revise and extend his remarks.)

Mr. FALLON. Mr. Speaker, I yield such time as he may consume to the gentleman from Alabama [Mr. JONES].

(Mr. JONES of Alabama asked and was given permission to revise and extend his remarks.)

Mr. JONES of Alabama. Mr. Speaker, I urge support of S. 3710, as amended, as an essential continuation for development of this Nation's water resources to benefit all the people.

The importance of water to the development of a nation can never be overstated. Since the record of time, the combination of water, land, and people have been the necessary components for building of civilizations. Had man been content to leave water where nature put it, civilization would have remained at a very crude level. Fortunately, man has been able to engage this resource for his benefit. He has stored it in reservoirs for times of need, contained it to prevent destruction and gain more land, converted its energy into electricity, channeled it into canals, moved it great distances to irrigate farms, and employed it in industrial processes.

Yet the average citizen is aware of water only when it fails or endangers him. Then its dramatic impact falls with full force.

Through the project authorization in this legislation, we are reducing the chances of water supply failure and the danger of uncontrolled flooding. Through the consideration of multiple

purposes of these projects, we also are providing for fish and wildlife, energy, recreation, pollution control, navigation, and general development.

In all of these uses of water, it is the people who benefit. The people drink the water, engage it for industrial processes, use it to grow crops, enjoy it for recreation, appreciate the fish and wildlife it supports, transport cargoes on it, benefit from the electric energy it makes possible, and are enhanced by the higher levels of prosperity its proper use makes possible. Likewise, it is the people who experience the destructive force of uncontrolled floods.

Without full and proper attention to the development of our water resources the people cannot hope to successfully reach the levels of productivity of which this Nation is capable. Maximum engagement of our water resources is an integral part of any design for realization of maximum economic potential within each region and, because the regions are interdependent, for the entire Nation.

The importance of proper water resource development was pointed out time and time again as the Subcommittee on Flood Control heard testimony on many flood control, multiple-purpose projects, monetary authorizations, and special items of legislation in S. 3710.

The members of the committee spent many hours at the hearings and in the formulation of title II and title III of this bill.

In title II of the bill, there are a total of 40 projects recommending local flood and hurricane protection works and multiple-purpose reservoirs for flood control, water supply, recreation, and other water uses. The total estimated cost of these projects is \$1.1 billion.

Each project authorization has been examined in great detail. Testimony was received from Members of Congress, the Corps of Engineers, local interests, and others concerned with adequate development of this country.

The benefit-cost ratio for each clearly shows the measureable advantages of development.

Within this title is section 217 designed to clarify, for the purposes of the recently enacted Revenue and Expenditure Control Act of 1968, the distinction between the power program of the Tennessee Valley Authority, which is funded entirely out of nonappropriated revenues, and all other activities of the TVA, which are funded out of the general funds of the Treasury.

Since 1959, the operation and expansion of TVA's power program has been financed entirely from revenues derived from the sale of power and of revenue bonds and notes. All personnel employed by TVA in the construction and operation of its power generating and distribution facilities are paid out of these same revenues. In addition, TVA makes annual payments into the Treasury in reduction of the initial public investment in its power system and another payment at the current cost of Treasury borrowing on the outstanding public investment. Thus, TVA finances its own power program as it amortizes the public investment in it.

TVA's power expenditures and proceeds from the sale of power are included in the totals of the budget of the U.S. Government for the fiscal year ending June 30, 1969. As a result, the power program would be liable to drastic curtailment under the provisions of the Revenue and Expenditure Control Act.

Current and planned expansion of power facilities is essential to meeting the known needs of the region generally and of various Federal agencies, such as the atomic energy installations at Oak Ridge. The committee does not regard this action as an exemption but as a clarification. All nonpower activities of TVA and all TVA employees paid out of appropriated funds will, of course, be liable to the application by the Bureau of the Budget of the provisions of the new law.

This section in no way changes the relationship of TVA to the Treasury or the Bureau of the Budget or the reporting, notification, budgeting, or other procedures required by the TVA Act of 1933, as amended by the self-financing amendments of 1959.

Title III of the bill would provide for sufficient authorization for prosecution of 13 of the basin plans through calendar year 1969. The total estimated amount of the increased authorizations is about \$0.5 billion.

Mr. Speaker, this legislation is urgently needed to carry out the highly important water resource development program of this Nation. This legislation was unanimously reported out by the committee. The projects and items of legislation are fully explained in the report accompanying this bill.

Members of the Flood Control Subcommittee join me in recommending passage of this important legislation.

Long hours have been spent by the members of the subcommittee in the formulation of this bill, and at this time I wish to express my appreciation and thanks for their efforts.

Mr. EDMONDSON. Mr. Speaker, will the gentleman yield?

Mr. JONES of Alabama. I yield to the gentleman from Oklahoma.

Mr. EDMONDSON. Mr. Speaker, I support this omnibus bill to authorize continued development of the Nation's great rivers and water resources, and commend the committee for the bill's provision which assures continued progress of construction on the Arkansas River project.

The bill assures adequate authorization of funds through calendar year 1969, and will bring us within 1 year of navigation in 1970, to the terminal ports in Oklahoma.

The committee is also entitled to the thanks of millions of Americans for its provision in the bill that all entrance fees at Army Engineer lakes will come to an end in March 1970, and user fees at these same lakes will hereafter be restricted to highly developed facilities requiring continuous presence of personnel for maintenance and supervision.

Section 210 of S. 3710 also restores a long-standing, historic principle of free access to waters, with language that user

fees "shall not be collected for access to or use of water areas."

The same section assures that user fees will not be collected for access to or use of "undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided."

This language restores historic free access to the sightseer, the picnicker, the fisherman, and the boatsman—access that was assured when most of these lakes and reservoirs were authorized and built—access that is part of the American tradition and should be continued for all time.

Mr. Speaker, I deeply appreciate the committee's approval of section 210. Some of us in this body have been fighting for this legislative action for years.

I hope and trust the House will overwhelmingly give its approval, and that approval will also follow speedily in the Senate.

(Mr. EDMONDSON asked and was given permission to revise and extend his remarks.)

Mr. HAMMERSCHMIDT. Mr. Speaker, will the gentleman yield?

Mr. JONES of Alabama. I yield to the gentleman from Arkansas.

(Mr. HAMMERSCHMIDT asked and was given permission to revise and extend his remarks.)

Mr. HAMMERSCHMIDT. Mr. Speaker, I rise in support of the bill.

Mr. Speaker, I support the Rivers and Harbors and Flood Control Act of 1968, and urge its approval.

Just last week I returned to Arkansas for the dedication of the Ozark Lock and Dam—one of the magnificent structures which looks toward commercial navigation of the Arkansas River in the next 2 years. Mr. Jeta Taylor, of Ozark, Ark., past president of the Arkansas Basin Association, presided at the impressive event. He called to mind the great efforts of the past which marked the achievements today in developing the river; that much has been done, and much remains to be done, at this project and others.

The harnessing of this great river is a tribute, indeed, to the skill of our Corps of Engineers. It will open new economic opportunities for the vast Arkansas River Valley from the Mississippi River, westward to the highlands of northeastern Oklahoma.

Some of the immediate benefits are obvious: opens water navigation from this great, potentially productive area of the central United States to the world markets of the seven seas; immense additions to our power reserves; greatly increased recreational use of the waters and shorelands; and, of course, there is the very fundamental flood-control protection resulting from these works.

Title III authorizes additional funding for continued development of the Arkansas River Basin—and certain other basin plans. This is absolutely essential if this important work is to continue without interruption. Authorizations for funding extend through calendar year 1969, and reflect, in some cases, costs arising from prior congressional approval of additional projects, or modifications of proj-

ects within overall basin development plans.

When a river basin plan's monetary authorization limit is reached, additional authorization is required before further appropriations can be made, regardless of content of appropriations bills.

Presently, \$88,000,000 remains in monetary authorization for the Arkansas River Basin plan with obligations foreseen as \$196,000,000 through calendar year 1969. This necessitates the approval of an additional monetary authorization of \$108,000,000 to take care of the situation.

In further reference to the bill, I call attention to section 210 of title II.

This section prohibits, after March 31, 1970, the collection of entrance or admission fees at public recreation areas at lakes and reservoirs under jurisdiction of the Corps of Engineers.

This, in my judgment, is a sound and sensible step. These admission charges amount to "nuisance fees" at the corps installations with which I am acquainted. Their collection, furthermore, requires special time and attention by personnel, which reduce the net proceeds of the collection effort to virtually nothing. Costs no doubt often exceed collections. This would be in keeping with the intent of the conference report on the Land and Water Conservation Act of this year which allows certain agencies to phase out collection of entrance fees deemed ill-advised.

Another type of charge—the user fee—would be allowed only for the use of highly developed facilities at such areas requiring the continuous presence of personnel for maintenance and supervision. No user fees may be charged for access to, or use of, water areas, undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided.

I support the bill and the continued development of our natural resources which will result from its approval.

Mr. FULTON of Tennessee. Mr. Speaker, will the gentleman yield?

Mr. JONES of Alabama. I yield to the gentleman from Tennessee.

Mr. FULTON of Tennessee. I thank the gentleman from Alabama. I likewise rise in support of this legislation.

[Mr. FULTON of Tennessee further addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

(Mr. FULTON of Tennessee asked and was given permission to revise and extend his remarks.)

Mr. MONTGOMERY. Mr. Speaker, will the gentleman yield?

Mr. JONES of Alabama. I yield to the gentleman from Mississippi.

Mr. MONTGOMERY. Mr. Speaker, I rise in support of this bill. Its projects are located in 31 States and cover all types of works under the jurisdiction of the committee and within the province of the Corps of Engineers.

I am particularly interested in the Yazoo River navigation project, part of

which is included in my district in Mississippi. It will provide the Yazoo River channel with a 9-foot depth and 150-foot minimum bottom width between Vicksburg and Greenwood.

I am confident that the other projects are as worthy as this one which will provide for a dependable year-round link in the growing inland waterway system to serve the rapidly growing industrial needs of central Mississippi.

(Mr. MONTGOMERY asked and was given permission to revise and extend his remarks.)

Mr. RIVERS. Mr. Speaker, will the gentleman yield?

Mr. JONES of Alabama. I yield to the gentleman from South Carolina [Mr. RIVERS].

(Mr. RIVERS asked and was given permission to revise and extend his remarks.)

Mr. RIVERS. Mr. Speaker, I favor this bill as written, and I am eager to revise and extend my remarks.

Mr. Speaker, the passage of S. 3710 as amended by the great Committee on Public Works of this body, authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and other purposes is of immediate and indispensable interest to every Member of this body. The preservation of our rivers, harbors, and canals is everybody's business. As usual, the Public Works Committee has risen to and fulfilled its responsibility to America. Among the vital projects contained in this authorization bill is the Cooper River project in South Carolina, Senate Document No. 88 of the 90th Congress, with an estimated cost of \$35,381,000.

The primary interest of this project is to alleviate the silting and the possible destruction of Charleston Harbor. It also fulfills an agreement between the U.S. Government and the State of South Carolina on retaining the present effectiveness of the South Carolina Public Services Authority. This latter agreement has met the approval of all of the officers of our State and of the Federal officials in every category within the framework of our Government.

Moreover, the entire project has been approved—in keeping with the law—by the Governor of South Carolina, the Agriculture Department, the Interior Department, the HEW, and other affected agencies and departments.

Mr. Speaker, it has taken me years to bring this project to its present status. It is now time, Mr. Speaker, for the Congress to speak and I urge and implore this body to take affirmative action today on the unanimous report of this great Committee on Public Works.

Moreover, Mr. Speaker, the economies which will be realized as a result of this vital project will liquidate every cent we are spending on this new and needed undertaking. Charleston Harbor alone is costing the Government over \$2,500,000 a year on maintenance. Recently I persuaded this great committee to allocate over \$250,000 for a complete study of Charleston Harbor. Mr. Speaker, the silting caused by the mixing of the waters from the Santee Cooper project and the

waters of the ocean meeting in the Charleston area is terrifying to contemplate. This project will, we believe, stop the silting and relieve the enormous expenditure now necessary to keep the harbor at Charleston as it once was. Mr. Speaker, we owe it to unborn generations as well as the present-day America to save this harbor. This project will do this. If we do less we break the faith with those who are to follow us.

Mr. DORN. Mr. Speaker, will the gentleman yield?

Mr. JONES of Alabama. I yield to the gentleman from South Carolina, a member of the subcommittee of the Public Works Committee, who has done excellent work on the committee throughout his tenure, and who has contributed immeasurably to the good bill we have brought to the House.

Mr. DORN. Mr. Speaker, I want to thank my distinguished and illustrious colleague [Mr. JONES], the chairman of the Subcommittee on Flood Control for the magnificent way in which he presided during the hearings and for his leadership and dedication in the cause of water conservation. May I thank my great and esteemed friend [Mr. BLATNIK] for the outstanding and fair way in which he conducted the proceedings of the Subcommittee on Rivers and Harbors. It has been a great and rewarding experience to be associated with this bill through my colleagues on both subcommittees and the full committee chaired by one of the greatest chairmen in the history of the Congress [Mr. FALLON]. Mr. Speaker, I urged the subcommittee, the full committee and now the House as did my warm and esteemed friend [Mr. RIVERS] to adopt the St. Stephen plan and this authorization for \$35,381,000 to protect and preserve the greatest harbor on the Atlantic Ocean, that of Charleston, S.C. The Harbor and Ports Authority of Charleston benefits the economy of the entire state of South Carolina and indeed the southeast. The depth and stability of Charleston Harbor must be maintained in the interest of our dynamic and growing economy and in the interest of national defense.

Mr. Speaker, I am glad the committee adopted and I urge the House to do likewise my amendment to the bill calling for a thorough study of the economic and practical feasibility of a canal locks and dams connecting the great Tennessee, Ohio, Mississippi-Missouri river system with the Savannah River and thus the Atlantic Seaboard at Savannah, Charleston and Port Royal. My amendment provides not only a study of a possible waterway connecting the Tennessee River and the Savannah but my amendment also provides for a study and survey by the Corps of Engineers of a navigable canal connecting the lower Savannah in the vicinity below Allendale, S.C. to the great natural harbor at Port Royal and South Carolina's chief port city of Charleston.

Mr. Speaker, this bill before us now provides for a survey by the Corps of Engineers of the economic feasibility of a canal connecting Lake Superior with the Mississippi River. This bill was written with tomorrow in mind—the future of a great nation. It may be in the realm of

possibility to connect the cities of Charleston, Savannah and Port Royal by water with the Great Lakes through the very heartland of America. In considering this bill at this moment I call to the attention of my colleagues the words of the immortal Daniel Webster on the wall of this Chamber just above our beloved Speaker McCORMACK:

Let us develop the resources of our land, call forth its powers, build up its institutions, promote all its great interest and see whether we also in our day and generation may not perform something worthy to be remembered.

Mr. Speaker, I urge the House to adopt this Rivers and Harbors and Flood Control Act of 1968 by an overwhelming two-thirds majority in the best interest of our entire country.

(Mr. DORN and Mr. POLLOCK asked and were given permission to revise and extend their remarks.)

Mr. JONES of Alabama. Mr. Speaker, I yield now to the gentleman from Alaska [Mr. POLLOCK].

Mr. POLLOCK. Mr. Speaker, I rise in very strong support of the Omnibus Rivers and Harbors Authorization Act of 1968. I am very pleased with the work the committee has done under the distinguished chairmanship of the gentleman from Alabama [Mr. JONES]. The distinguished members of the Public Works Committee are to be commended for their diligence in presenting the bill for consideration today, so that urgently-needed projects to restore the ravages of devastating floods and improvement of our vital navigational systems can proceed on an orderly basis. I am sure that all Members, myself included, would prefer to add additional projects to the ones which are now included. However, when considering the extremely tight fiscal situation confronting the country as a whole, we must, of necessity, delay many desirable and worthwhile projects until a later time.

I wish to commend the committee and particularly those dedicated Members who visited Fairbanks, Alaska, last fall after our disastrous flood. It is also commendable that the Corps of Engineers and all concerned parties were able to complete the necessary studies and reports so that the Fairbanks flood project could be considered and included in this bill. I believe that the spirit of cooperation which was in evidence at every step of the project is the very essence of how the Federal Government and local bodies can work together creatively to solve pressing and urgent problems.

In addition to the Fairbanks flood control project three other Alaskan navigational aid projects are included in this bill. These are Kake Harbor, King Cove, and Sergius and White Stone Narrows projects. The later projects will greatly enhance Alaska's ability to move goods and materials in waterborne commerce, and will increase our safety and capabilities for the vessels of Alaska's vital fishing industry.

Mr. JONES of Alabama. Mr. Speaker, I yield to the gentleman from New Jersey [Mr. THOMPSON].

Mr. THOMPSON of New Jersey. Mr. Speaker, I am grateful to my distinguished colleague for yielding to me. Be-

cause the legislation before us is under suspension of the rules it is not possible to amend it. If amendments were possible, Mr. Speaker, I would offer one which would modify the authorization for Tocks Island Reservoir, Delaware River, N.J., by specifically prohibiting the use for power purposes Sunfish Pond atop the Kittatinny Mountain Ridge in Warren County, N.J.

Mr. Speaker, Sunfish Pond is a magnificent glacial body of water which must be preserved forever in the State and National interest. When the legislation comes before the House again I shall offer such an amendment. In the interim, I am pleased to report that I have talked with a majority of the members of the Public Works Committee and have assurances that Sunfish Pond will not be destroyed. Also, Mr. Speaker, I have gotten assurances from the interested utility companies in New Jersey and from the Delaware River Basin Commission to the effect that they have developed an attractive alternative on which hearings will be held by the appropriate New Jersey legislative committee in the immediate future. This plan will require congressional action, probably in the next Congress. It appears safe to say, in light of these facts, that Sunfish will remain safe and untouched except for recreational purposes.

(Mr. THOMPSON of New Jersey asked and was given permission to revise and extend his remarks.)

Mr. JONES of Alabama. Mr. Speaker, I now yield to the gentleman from California [Mr. JOHNSON] who is a member of the subcommittee.

I might add that the gentleman from California also serves on the Committee on Interior and Insular Affairs and has always been one of the keen and energetic members always in attendance, and always paying great attention to the water resources programs which have been initiated by the Federal Government.

(Mr. JOHNSON of California asked and was given permission to revise and extend his remarks.)

Mr. JOHNSON of California. I thank the chairman.

Mr. Speaker, I want to take this opportunity to commend the chairmen of the two subcommittees who brought this bill forth, the gentleman from Alabama [Mr. JONES], and the gentleman from Minnesota [Mr. BLATNIK], as well as the minority members of the committee heading up the Subcommittees on Flood Control and on Rivers and Harbors.

Also I would like to thank the chairman, the gentleman from Maryland [Mr. FALLON], of our very fine Committee on Public Works, for his leadership. Having served 10 years on the committee, I know of the very fine work that has been accomplished by it, and I strongly support this bill which has been brought to the floor today.

Mr. JONES of Alabama. Mr. Speaker, I now yield to the gentleman from Louisiana [Mr. EDWARDS] such time as he may consume.

Mr. Speaker, I wish to point out that the gentleman from Louisiana is also a member of the subcommittee and has had the duty and responsibility of examining the projects which came before us

and has made a very valuable contribution to their being reported here today.

Mr. EDWARDS of Louisiana. Mr. Speaker, I thank my chairman for his flattering remarks. I am pleased that I had an opportunity to participate in the hearings which resulted in this bill and am glad I was able to be of some small assistance in bringing this legislation out. I support it wholeheartedly.

(Mr. EDWARDS of Louisiana asked and was given permission to revise and extend his remarks.)

Mr. JONES of Alabama. Mr. Speaker, I now yield to the gentleman from West Virginia [Mr. SLACK] such time as he may consume.

(Mr. SLACK asked and was given permission to revise and extend his remarks.)

[Mr. SLACK addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

(Mr. CRAMER asked and was given permission to revise and extend his remarks.)

Mr. CRAMER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I would just very briefly say that this is a noncontroversial bill, about as much so as any that we have brought before the House on this subject in some time.

Second, I would say that this is a bill that calls for an investment in the future development of the United States of America.

Third, I wish to say I think we were prudent in the consideration of this legislation. We had testimony relating to in excess of \$3 billion worth of projects. Included in this bill are \$1.121 billion of new authorizations and \$369 million for 13 comprehensive river basin extensions. I think it is clear we were prudent in the handling of this legislation relating to rivers and harbors, flood control, hurricane damages and protection, and beach erosion projects.

Of course, I would say this is only the authorization bill. The money will come later with the acquiescence of the Committee on Appropriations on a properly scheduled basis.

This is a bill providing for a sound investment in the future of our country in the various fields that I have mentioned.

Mr. Speaker, S. 3710, as reported, is the product of careful deliberation by the Committee on Public Works. We heard testimony on many more projects than those contained in the bill. The committee reported a bill containing only those projects which it considered to be essential for authorization at this time. It also limited the basin authorizations for appropriations to just 1 year, which I hope will be increased to a regular biennial authorization next year.

I support S. 3710.

RELATIVELY NONCONTROVERSIAL BILL

The benefits and desirable provisions of this bill far outweigh its few shortcomings. It would authorize many projects that are essential for the growth of navigation in this country and to protect lives and property from disastrous flood-

ing, as well as to provide needed water supply, water quality, recreation, and other purposes to improve the lives of all Americans.

In addition to project and basin authorizations, the bill contains other provisions which can have far-reaching benefits. I wish to comment briefly on two of these provisions.

Section III authorizes the Secretary of the Army to investigate, study, and construct projects for the prevention or mitigation of shore damages attributable to Federal navigation works. When a Federal navigation project is constructed, particularly at inlets, adjacent shores may be adversely affected by a diversion of, or resulting lack of, currents which had previously supplied these shores with sand. The navigation project may also result in the creation of currents which may erode adjacent shores. The committee accepted my amendment to include this section in the bill, for the Members believe, as do I, that when a Federal navigation project results in such damages, the Federal Government should be authorized to take remedial action. The cost of installing, operating, and maintaining such projects will be borne by the United States, and where the estimated first cost of a project does not exceed \$1 million specific authorization by the Congress is not required. This section will have application in Florida to at least 17 navigation projects which have been constructed at inlets without provisions for protection or sand-nourishment of adjacent shores which are now being damaged in varying degrees by navigation projects. Similar situations exist in other parts of the Nation which can be corrected by the enactment of this section.

The second provision that I wish to comment upon is section 215. I offered an amendment to the River and Harbor Act of 1965, which was enacted as section 314 of that act, directing the Secretary of the Army to make a study of the need for, and the feasibility of, the Federal Government reimbursing States, political subdivisions thereof, and other public entities, for expenditures incurred by them in connection with authorized projects for improvement of rivers and harbors and other waterways for navigation, flood control, hurricane protection, beach erosion control, and other water resources development purposes.

The Secretary of the Army made the study and submitted a report thereon to the Congress on January 31, 1967, which report has been printed as Senate Document No. 10, 90th Congress, first session. This report concludes that legislative consideration should be given to expanded general authority uniformly applicable to all types of projects to reimburse non-Federal entities for advance work performed on Federal projects after authorization, up to \$1 million in costs. Reimbursement in excess of \$1 million would require specific authorization by law, after a report by the Chief of Engineers, through the Secretary of the Army.

By letter dated June 26, 1968, the Secretary of the Army transmitted draft

legislation to the Congress to carry out the recommendations of his report. I offered this legislation as an amendment to S. 3710, and the committee accepted it as section 215 of the bill. By enactment of this section, local interest may be reimbursed up to \$1 million for advance work performed on any type of authorized project, pursuant to agreements entered into between non-Federal public bodies and the Corps of Engineers.

Generally, this is a good bill and a needed bill. It has been carefully considered in the interest of economy. I urge your support of this legislation.

The bill includes some major projects in Florida, an investment in Florida's and the Nation's future, including authorizations for:

Florida:

Navigation:

Brevard County (beach erosion) -----	\$680,000
Gulf Intracoastal Waterway, St. Marks to Tampa Bay-----	40,000,000
Miami Harbor-----	6,476,000
Total, navigation-----	47,156,000

Flood control:

Dade County-----	11,805,000
Hillsborough Bay-----	9,909,000
Martin County-----	(8,072,000)
Water resources, C. & S. Florida -----	(58,182,000)

Total, flood control----- 21,714,000

Total, Florida----- 68,870,000

Central and southern Florida flood control
Additional monetary authorization ----- \$15,000,000

There was also included a project for the modification of the previously authorized project for Fort Pierce providing for construction of the project by the Federal Government with appropriate cash contributions by the local interests.

Because of the interest expressed in three of the major projects included for Florida, all of which has merit, I am placing in the RECORD the project documents relating to them:

WATER RESOURCES FOR CENTRAL AND SOUTHERN FLORIDA

Location.—In the southern half of Florida, the study area is 16,000 square miles and about 80 percent of the central and southern flood control project area.

Authority.—Resolutions of the Senate Public Works Committee adopted May 4, 1962; June 5, 1963; and January 11, 1965; and of the House Public Works Committee adopted April 28, 1965 and October 5, 1966.

Existing project.—The central and southern Florida project, authorized by the Flood Control Acts of 1948, 1954, 1960, 1962 and 1965 is about 55 percent complete (financial basis). Completed works include levees, pumping stations, control structures and canals to provide hurricane flood protection, water control and drainage for the rich agricultural areas south of Lake Okeechobee and lower east coast cities and urban area (Miami, Ft. Lauderdale, Palm Beach).

Problem.—The prolonged drought of 1961 to 1965 emphasized the need to improve the supply, distribution and conservation of water resources in central and southern Florida to meet growing urban and agricultural needs and to provide sufficient flow to preserve the Everglades National Park.

Recommended plan of improvement.—Modification of the authorized water re-

sources project to meet urban and agricultural needs and the estimated requirements of Everglades National Park to about the year 2000 together with related recreational facilities: by raising Lake Okeechobee levees; backpumping excess waters from east coast areas into Lake Okeechobee and into conservation area; improving conveyance and distribution of water by construction or modification of canals, levees, pumping stations, control structures and related works.

ESTIMATED COST (DECEMBER 1967 PRICE LEVEL)

Federal.....	\$58,182,000
Non-Federal.....	18,936,000
Total.....	77,118,000

¹ Net cost to the United States \$55,124,000. Local interests to reimburse United States \$3,058,000 for recreation.

² Cash contribution \$11,883,000 plus \$7,053,000 for lands and relocations.

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization.....	\$2,245,000	\$895,200	\$3,140,200
Maintenance and operations.....	446,700	1,118,800	1,565,500
Subtotal.....	2,691,700	2,014,000	4,705,700
Land productivity loss.....			119,600
Total.....			4,825,300

Annual benefits:			
Agricultural (increased net return).....			\$4,110,000
Urban enhancement in land value M. & I. water control of salinity intrusion, dilution water.....			5,020,000
Recreational.....			4,300,000
Everglades National Park.....			(1)
Total.....			13,430,000

¹ Not evaluated.

Benefit-cost ratio.—2.8.

Local Cooperation.—Furnish assurances satisfactory to the Secretary of the Army that they will: Make a cash contribution of 20 percent of the contract price plus supervision and administration for all items of work to be provided by the Corps of Engineers, an amount presently estimated at \$11,883,000 to be paid in a lump sum prior to start of construction or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of costs to be made after actual costs have been determined; with appropriate jurisdiction, construct and thereafter maintain such canal facilities and other water control appurtenances as are necessary to realize the benefits from the improvements; provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project, when and as required; assume the cost of construction of all new highway bridges, relocation of existing highway bridges, and alteration of utilities and other improvements except railroads, incident to the construction of the project; hold and save the United States free from damages due to the construction, operation, and maintenance of the project works; prohibit encroachment on the water-carrying capacity of the improved channels; operate and maintain the pumping stations, levees, canals, and other appurtenant works after completion of construction for flood control, navigation, and backpumping and delivery of water to Everglades National Park, the agricultural areas, and urban areas, in accordance with regulations approved by the Secretary of the Army, except the levees, channels, locks, and control works of the St. Lucie Canal, Lake Okeechobee, Caloosahatchee

River, and the main spillways of the water conservation areas; and provided further than prior to construction of the recreation features, except for modification of existing recreation facilities as the result of raising the Lake Okeechobee regulation range which is to be accomplished at Federal expense, local interests furnish assurances satisfactory to the Secretary of the Army that they will: Pay or contribute in kind one-half of the separable cost of the recreation facilities, an amount now estimated at \$1,808,000 for construction and \$1,250,000 for lands; operate, maintain, and replace all recreation features except those adjacent to federally maintained navigation structures; and assure access to all on equal terms. Based on cooperation received in the past on the authorized project works and recent coordination the flood control district's cooperation seems assured.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable. Requests assurance that future delivery of water to Everglades National Park will not be diminished by the requirements to support growth and new development.

Department of Agriculture: Favorable.

Department of Transportation: Favorable. Department of Health, Education, and Welfare: Favorable.

State of Florida: Favorable.

Remarks.—The committee heard extensive testimony on this proposed modification. The committee was impressed by the degree of cooperation among the Corps of Engineers, the National Park Service, and the State of Florida in developing an engineering plan that will meet the needs of the Everglades National Park and other interests in the State.

MARTIN COUNTY, FLA.

(S. Doc. —, 90th Cong.)

Location.—Martin County in the southern part of Florida is an Atlantic coastal county lying east of Lake Okeechobee and about 20 miles north of Palm Beach.

Authority.—Senate Public Works Committee resolution adopted July 22, 1950.

Existing project.—The central and southern Florida project authorized by the Flood Control Acts of 1948, 1954, 1958, 1960, 1962, and 1965 and now under construction includes the following features related to the recommended plan: St. Lucie Canal and St. Lucie lock and dam, improvements in the northeast shore area of Lake Okeechobee, the levee 8 area, the canal 18 area, and the St. Lucie County canals.

Problems.—Most of Martin County is subject to periodic flooding because it lacks adequate drainage and control works to remove floodwaters from even a moderate storm. Large areas are planted to citrus, and truck farming and dairy pastures are important uses. Irrigation water is needed in drought periods.

Recommended plan of improvement.—Provision of gravity drainage in the area by a system of canals and control structures for distribution of available water supplies to portions of Martin and St. Lucie Counties. The system would be connected with the overall central and southern Florida project with provision for pumping excess waters into Lake Okeechobee and supply of water from the lake in dry periods. Irrigation features would be deferred until modifications recommended in the report on water resources for central and southern Florida are authorized and the Chief of Engineers is assured that adequate water is available.

ESTIMATED COST (PRICE LEVEL OF SEPTEMBER 1966)

Federal.....	\$8,072,000
Non-Federal.....	7,399,000
Total.....	15,471,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest amortization.....	\$329,000	\$301,100	\$630,100
Maintenance and operations.....		213,900	213,900
Subtotal.....	329,000	515,000	844,000
Associated costs.....		52,400	52,400
Land productivity loss.....			39,200
Total.....			935,600

Annual benefits:		
Flood damages prevented.....		\$720,000
Increased land use.....		4,747,900
Irrigation.....		8,799,000
Recreation.....		13,000
Total.....		14,279,900

Benefit-cost ratio.—15.3.

Local cooperation.—Local interests shall: make cash contributions—in varying percentages—toward the total of the contract price plus supervision and administration thereof for all items of work to be provided by the Corps of Engineers. The amounts, stated in terms of percentages of contract price plus supervision and administration, are: Flood control features, 34; irrigation features, 49; and recreation features, 42. The amount of the local cash contribution for the overall plan is now estimated at 5,266,000 (in addition to costs allocated from overall system); this amount would be paid in a lump sum prior to start of construction or in installments prior to start of pertinent work items in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of costs to be made after the actual costs have been determined; with appropriate jurisdiction, construct and thereafter maintain such lateral drainage facilities as are necessary to realize the benefits made available by these improvements; and furnish assurances satisfactory to the Secretary of the Army that they will: provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project works, when and as required; assume the costs of construction of all new highway bridges and relocations of existing highway bridges and alterations to miscellaneous utilities and other existing improvements (except railroad facilities) incident to construction of the project; hold and save the United States free from damages due to the construction works; prohibit encroachment on the flood-carrying capacity of the improved channels; and operate and maintain the pumping station, improved channels, and appurtenant works, and recreation facilities after completion in accordance with regulations approved by the Secretary of the Army. Based on cooperation received in the past on the authorized project works and recent coordination the flood control district's cooperation seems assured.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Agriculture: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Florida: Favorable.

Remarks.—This project would provide flood control and water supply in an area subject to both needs. It is important to the economy of the Martin County area, and will provide benefits far in excess of its costs.

GULF INTRACOASTAL WATERWAY, ST. MARKS TO TAMPA BAY, FLA.

(S. Doc.—90th Cong.)

Location.—Along Florida's gulf coast, between St. Marks and Tampa Bay.

Authority.—Senate Public Works Committee resolutions adopted February 6, 1940, and December 20, 1950.

Existing project.—The project for the Gulf Intracoastal Waterway, 12 by 125 feet, extends west from St. Marks to Brownsville, Tex.; the project for the Intracoastal Waterway, 9 by 100 feet, extends from Caloosahatchee, Fla., to the Anclote River, Fla.

Problem.—The gap between the waterways need to be eliminated, to permit use of inland barge equipment in lieu of present equipment necessary for transiting open waters. This would result in substantial savings in barge transportation charges.

Recommended plan of improvement.—The recommended plan provides for extension of the waterway from St. Marks River to Tampa Bay, Fla. It will be 190 miles long, 12 feet deep, and 150 feet wide. Recreation facilities will be provided.

Estimated cost (1966 price level)

Federal	\$89,252,000
Non-Federal	14,450,000
Total	103,702,000

PROJECT ECONOMICS

	Federal	Non-Federal	Total
Annual charges:			
Interest and amortization	\$3,958,000	\$638,000	\$4,596,000
Maintenance and operation	958,000	80,000	1,038,000
Land costs	0	166,000	166,000
Total	4,916,000	884,000	5,800,000
Annual benefits:			
Navigation			\$7,884,000
Recreation			2,103,000
Total			9,987,000

Benefit-cost ratio.—1.7.

Local cooperation.—Provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project for initial and subsequent disposal of spoil, and also necessary retaining dikes, bulkheads, and embankments therefor or the costs of such retaining works; assume all obligations of owning, including operating, maintaining, and replacing, all bridges altered or constructed as part of the project, with such obligations for each bridge being assumed upon completion of the alteration or construction of that bridge; hold and save the United States free from damages that may result from the construction and maintenance of the project; provide and maintain at local expense adequate public terminal and transfer facilities open to all on equal terms; accomplish without cost to the United States such utility or other relocations or alterations as are required for project purposes; provide, prior to postauthorization planning, a long-range plan for development of the region; contribute in cash 6.6 percent of the construction cost including engineering and design and supervision and administration of construction of all dredging work to be provided by the Corps of Engineers, a contribution now estimated at \$5,570,000, to be paid either in a lump sum prior to start of construction, or in installments prior to start of pertinent work items, in accordance with construction schedules as required by the Chief of Engineers, the final apportionment of cost to be made after actual costs have been determined; and establish regulations prohibiting discharge of pollutants in the waters of the channel by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control. Local interests have indicated willingness to provide requirements of local cooperation.

Comments of the State and Federal agencies.—

Department of the Interior: Favorable.

Department of Health, Education, and Welfare: Favorable.

Department of Transportation: Favorable.

State of Florida: Favorable.

Remarks.—The recommended improvement will provide a navigation system extending about 190 miles and will eliminate the gap in the Gulf Intracoastal Waterway permitting the use of inland barge equipment from Brownsville, Tex., to Tampa Bay, Fla.

Mr. Speaker, I yield to the gentleman from Minnesota [Mr. LANGEN].

(Mr. LANGEN asked and was given permission to revise and extend his remarks.)

Mr. LANGEN. Mr. Speaker, I rise in support of the bill before us, and wish to express my compliments to the committee for their favorable consideration of the South Branch, Wild Rice River-Felton Ditch project, which I know will serve to substantially benefit the productive farm area in my district.

I know that there are many folks throughout the South Branch, Wild Rice River community that will benefit by improved crops and the lack of flood damages that they have experienced for so many years. This is well evidenced by the fact that the project shows a most remarkable and commendable benefit-cost ratio of 4.3. They have waited many years for this project to become a reality. I hope that now construction can soon be underway, so that the benefits of this project become available at the earliest possible date.

I do have some regrets with the passage of this bill today, because of another project that rightfully should have been included in this bill. It is the Wild Rice River project, which includes a dam on the Wild Rice River, just east of Twin Valley, Minn. This project has also been under consideration and in the planning stage for many years. During the past several months, it has finally reached the point of receiving the recommendations of all interested people, together with the Corps of Engineers.

The timing, however, is most inopportune, in that it is presently being reviewed by the Budget Bureau and their evaluation has not, as of this moment, been completed. It is expected that within the next day or two, they hopefully will file their favorable recommendation.

As is oftentimes the case with projects such as these, the normal process of approval and review does take some time. Every effort has been made to expedite the respective reviews and approvals at the State, regional, and finally, the Washington levels.

I am aware of the fact that the parliamentary situation here today being what it is, with this bill before us under the suspension of the rules, amendments are not in order. Had that not been the case, I would have been inclined to offer the project as an addition to the bill, in view of the very close proximity that it has to our action here today. I hope that the House and those who will be further concerned with the conference on this legislation, might take note of these observa-

tions in the event that there should be some opportunity for including it at a later date.

The people in this area have repeatedly suffered flood losses during these years and have waited such a long time for the relief that this project would provide.

Mr. CRAMER. Mr. Speaker, I yield such time as he may consume to the gentleman from Virginia [Mr. SCOTT].

(Mr. SCOTT asked and was given permission to revise and extend his remarks.)

Mr. SCOTT. Mr. Speaker, I rise in support of the Public Works Authorization bill of 1968 which includes the Salem Church Dam and Reservoir project within my congressional district.

At the hearing before the Subcommittee on Flood Control on June 20 of this year, representatives of citizens throughout the Eighth District of Virginia appeared and testified or sent copies of resolutions or statements in support of the Salem Church Dam as recommended by the Chief of Engineers of the Army. Certainly, we appreciate the courtesies extended to us by the chairman and members of the subcommittee at that time. Our people desire the authorization for the construction of this project as recommended because of the fear that if the authorization were passed in any other manner it would result in further study and a delay or abandonment of the entire project. Therefore, I am pleased that the matter is now before us in the form it was recommended and identical to the measure passed by the Senate eliminating the possibility of change in a conference between the two bodies.

This proposed dam is on the Rappahannock River which has been subject to flooding over the years in the Fredericksburg and Falmouth area resulting in considerable property damage in 1942 when the maximum recorded flood occurred but which would result in still greater property damage if a similar flood should occur today because of the increase in structures in the area.

The Army Corps of Engineers made its first comprehensive study of the Rappahannock area as far back as 1933 and the Congress authorized the construction of a low-level dam in the Flood Control Act of 1946. Thereafter the House in 1955 struck the limitation upon height to permit the construction of the 240-foot dam as now contemplated. The Senate then referred the matter to the Corps of Engineers for study. This study by the Army took 12 years and resulted in the furnishing of a report in 1967 known as Senate Document 37, 90th Congress. It is this report and recommendation of the Chief of Engineers that is now being incorporated in the bill under consideration. I do hope that the House will give its approval to the measure.

While flood control was the primary reason for the original consideration and need for the dam, the entire area has been growing very fast and perhaps at this time the need for water even overshadows flood control. With Metropolitan Washington, including large populations in both Maryland and Virginia,

looking to the Potomac and its tributaries for water, those counties within Virginia below Fairfax must look to the Rappahannock and to Salem Church Reservoir. One of these counties, Prince William, is the fastest growing county in our State percentage-wise, having increased from approximately 50,000 inhabitants when the last census was taken to more than 100,000 today. Of course, the membership is well aware of the need and desirability for an adequate supply of clean water, for salinity control, and for additional recreational facilities in the fast growing northern Virginia area. In fact, there is an acute shortage of scenic parks and recreational facilities throughout the entire eastern part of the United States.

While I realize that this is only an authorization bill, the people of the eighth district have been waiting a long time for this project and according to a poll I conducted of each home in the district, the citizens are overwhelmingly in favor of it. In view of the present condition of our budget no request is being made for funds this year but I am hopeful that the Congress will make the necessary funds available next year so that the construction of the project may get underway and that there will be adequate clean water, recreational facilities, flood control and other desirable features available to the people of the Fredericksburg and northern Virginia area as early as possible.

Again, Mr. Speaker, I ask for favorable consideration of this measure.

Mr. CRAMER. Mr. Speaker, I yield to the gentleman from Tennessee, a member of the committee [Mr. DUNCAN].

(Mr. DUNCAN asked and was given permission to revise and extend his remarks.)

Mr. DUNCAN. Mr. Speaker, I would like to express my appreciation for the fine efforts which have been expended by the gentlemen who serve on this committee and I rise in support of this legislation.

[Mr. DUNCAN further addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

Mr. CRAMER. Mr. Speaker, I would like to express my appreciation for the fine efforts expended by the gentleman from Tennessee in the committee in relation to this bill and the contributions which he made were very valuable to it.

Mr. REIFEL. Mr. Speaker, will the gentleman yield?

Mr. CRAMER. I yield to the gentleman from South Dakota.

(Mr. REIFEL asked and was given permission to revise and extend his remarks.)

Mr. REIFEL. Mr. Speaker, I thank the distinguished gentleman from Florida [Mr. CRAMER] for yielding me this time to express my deep appreciation to him, the ranking minority member of this committee which is so important to the orderly development of our land and water resources, along with the other members of that committee, particularly the gentleman from Minnesota [Mr. BLATNIK], chairman of the Subcommittee on Rivers and Harbors, and the gentle-

man from Alabama [Mr. JONES], chairman of the Subcommittee on Flood Control.

Also, my deep appreciation goes to the gentleman from Ohio [Mr. HARSHA] and the gentleman from California [Mr. DON CLAUSEN] for working out a compromise that I hope will help resolve the difficulties that have previously been encountered on the project for flood protection on the big Sioux River between Sioux City, Iowa, and North Sioux City, S. Dak.

I further want to express my sincere thanks to the committee for hearing testimony on the proposed plan to provide for the much needed stabilization of the riverbanks and provision of a navigable channel on the Missouri River from the vicinity of Yankton, S. Dak., to Sioux City, Iowa.

I do hope that as a result of the expression of concern by the committee, the executive branch promptly will take the necessary action for Congress to give this project further consideration.

Mr. CRAMER. We have been struggling, actually, for this flood protection project for a number of years and I am glad to see hopefully that this problem largely due to the gentleman's efforts, has been resolved and resolved in a satisfactory manner.

Mr. REIFEL. I thank the gentleman and the other members of his committee for their understanding and helpfulness on these two projects that apply to navigation and flood protection in my district.

Mr. SNYDER. Mr. Speaker, will the gentleman yield?

Mr. CRAMER. I yield to the gentleman from Kentucky.

Mr. SNYDER. Mr. Speaker, I thank the gentleman from Florida for yielding.

Mr. Speaker, I rise in support of this legislation. It has been my pleasure to serve on both of the subcommittees that have developed this bill—the Subcommittee on Flood Control and the Rivers and Harbors Subcommittee. Those projects that have been included bear a favorable benefit-to-cost ratio. Those projects submitted that were unfavorable were eliminated.

Of particular interest, Mr. Speaker, to me and many of my constituents is the inclusion in this bill of the southwestern Jefferson County, Ky. floodwall. This project has a benefit-to-cost ratio of 1.9 to 1. It will protect over 40,000 residents in my congressional district—an area subject to frequent flooding. A recurrence of the largest past flood, that of 1937, would now cause damage of over \$51 million or twice the cost of the project. I wish time permitted me to tell the entire House of the benefits of this project.

Local interest in this project is great and the local governments have already made plans to supply the local support required.

Mr. Speaker, I introduced the House resolution before the Public Works Committee—adopted June 23, 1964, that led to the favorable report from the Corps of Engineers. I am particularly proud of this project—and particularly proud that I can cast my vote for this bill—and this project—for my people.

Mr. CRAMER. Mr. Speaker, I would like to say at this juncture that the gentleman that has just spoken has spent endless hours on this committee and has made a very valuable contribution to its work.

Mr. LLOYD. Mr. Speaker, will the gentleman yield?

Mr. CRAMER. I yield to the gentleman from Utah.

(Mr. LLOYD asked and was given permission to revise and extend his remarks.)

Mr. LLOYD. Mr. Speaker, I rise in support of this legislation. This is a very significant day not only for other areas of America but for my particular area because we have included herein the Little Dell Reservoir which is authorized under this legislation, a very important project which will have an impact on many generations to come.

Mr. Speaker, I submit this statement in support of authorization of the Little Dell project, to be constructed by the U.S. Army Corps of Engineers in Parley's Canyon east of Salt Lake City, Utah, which lies in my congressional district. I have sponsored H.R. 8757 in the House of Representatives.

I believe the evidence shows this project to be justifiable, both economically, and from the standpoint of its primary purpose, which is to protect the Metropolitan Salt Lake City area from the danger of floods. In addition, the project has a vital, albeit secondary function, in providing an additional source of water to support an expanding population and growing economy.

The Little Dell project, as recommended, consists of a multipurpose dam and 50,000 acre-foot reservoir, to be constructed on Dell Creek, together with facilities to divert water from Emigration Creek, Lambs Canyon, and Mill Creek. Total first cost of the project is estimated at \$23,250,000. Local contribution will be approximately \$11,021,000, including \$586,000 for lands, easements, rights-of-way, and relocations; \$9,800,000 for water supply benefits, and \$635,000 for recreation and fish and wildlife enhancement. This represents an estimated net cost to the Federal Government of \$12,229,000, plus annual operation and maintenance costs to be borne both by local interests and the Federal Government. Estimated average annual benefits of the project are \$1,841,000, with an estimated annual average cost of \$1,038,000.

The high local contribution toward this project reflects the area's need and desire for this Federal assistance. Despite many years of local effort to alleviate the serious flood problems which the Salt Lake City area faces, floods continue to present a constant threat to people and property.

The Salt Lake County area is unique in both its topography and water problems. Although the average annual precipitation is approximately only 14 inches, nearly 70 percent of the annual precipitation occurs as snowfall during the winter months on stream watersheds in the high Wasatch Mountains east of the city. This results in an extremely heavy snowmelt runoff during the period from April to June.

When an unusually heavy snow cover is combined with a warm spring and spring storms, the result most often sends water running down city streets.

This condition last prevailed in 1952, when the major transcity tributaries to the Jordan River, Parleys, Emigration, Red Butte, and City Creeks, responded early to unusually high temperatures. By late April, water was gushing down one of the city's main streets, and gravel dikes as much as 6-feet high had to be placed along the street to contain it. As it was, the 1952 flood inundated 1,200 acres of highly developed urban area, causing an estimated \$2.5 million in damages.

Since that time, the population of the county has risen 61 percent, while assessed total valuation has risen 56 percent. However, the area still faces the same flood threat with what, despite local effort, is basically the same drainage and flood control system. Although single floods of recent years have not reached the record magnitude of the 1952 flood, it is still estimated by the Corps of Engineers that average future damages from all floods in the Jordan River Basin, which includes all of the Salt Lake metropolitan area, will reach over \$2 million annually.

The Little Dell Reservoir would collect surplus flows from Dell, Parleys, Red Butte, Emigration, and Mill Creeks, which drain on area of about 110 square miles on the western slopes of the Wasatch Mountains and adjoining benchlands within the metropolitan area. Red Butte, Emigration, and Parleys Creeks, comprising what is known as the 13th south stream group, provided the major trouble during the flood of 1952. The proposed Little Dell Project, therefore, would greatly alleviate, if not entirely eliminate, the possibility of a recurrence of the 1952 flood.

Although Little Dell is primarily for flood control, its water supply benefits should not be minimized. In an independent engineering report on the Little Dell project prepared in 1962 by Berger Associates, Inc., a consulting engineering firm for the Metropolitan Water District of Salt Lake City, it was noted that based on the estimated population growth, Little Dell or a similar new source of supply would be needed in the Salt Lake metropolitan area by about 1969.

Although earlier planned delivery to Salt Lake County of water from the Bureau of Reclamation's central Utah project has diminished the immediate peril of water shortage somewhat, it is still apparent that to support the projected population growth of Salt Lake County, which is expected to top 1 million by 2020, water from both Little Dell and the central Utah project, as well as other new sources, will be needed.

In this connection, another Berger Associates, Inc., study in 1964 on "Future Requirements for Water in the Salt Lake Metropolitan Area" pointed out that "development of new sources of supply will continue to be needed at 8- to 15-year intervals after 1970—depending on the rate of population growth and the amount of water obtained from each new source of supply." The report went on to recommend immediate construction

of the Little Dell project, plus a subscription for central Utah project water.

By all estimates, water from the Little Dell project would be sufficient to sustain a growth of 100,000 persons in the metropolitan area by conserving the surplus flows from the major drainage areas, which are now wasted into Great Salt Lake.

Another important aspect is the recreational benefit which this project will provide to a highly-populated urban area. The close proximity of the project to Interstate Highway 80 puts it literally in the backyard of nearly a half-million persons.

In summary, I believe the evidence shows conclusively that Federal participation in the Little Dell project is both justifiable and appropriate under provisions of flood control law. Local interests in the area are desirous of this assistance, and are willingly committing themselves to pay their full and fair share of the costs.

This project was originally authorized by Congress in 1960 at an estimated cost of over \$6 million. However, the population and industrial growth of the area in the past few years has been such that the plan had to be enlarged to fully scope with that growth.

Just for example, the population of Salt Lake County has risen from 211,623 in 1940, to an estimated 450,000 today. In a study made in 1963, the bureau of economics and business research of the University of Utah forecast that the present high rate of population growth in the county would diminish, and that the average annual rate for the 1960 to 2020 period would be approximately 1.9 percent per year. This would result in a population in the county of about 893,000 by 1988, or 1,160,000 by the year 2020.

Nonagricultural employment in the State of Utah in 1966 was 321,283, and wages from those jobs new account for nearly 50 percent of Utah's source of personal income. Of that total employment, 165,533 of those jobs, or nearly half, were located in Salt Lake County.

I believe, therefore, that the need for this project is doubly urgent, and I strongly recommend expeditious approval of the Omnibus Rivers and Harbors legislation.

Mr. BROTZMAN. Mr. Speaker, will the gentleman yield?

Mr. CRAMER. I yield to the gentleman from Colorado.

(Mr. BROTZMAN asked and was given permission to revise and extend his remarks.)

Mr. BROTZMAN. Mr. Speaker, I congratulate the committee on the careful hearings conducted regarding this bill. Particularly do I want to express appreciation for the inclusion of the Mount Carlson Dam and Reservoir project and the continuing attention given to the Chatfield Dam and Reservoir project. By moving expeditiously, I hope that floods of the type we had in Colorado in 1965 can be averted.

Mr. KLEPPE. Mr. Speaker, will the gentleman yield?

Mr. CRAMER. I yield to the gentleman from North Dakota.

(Mr. KLEPPE asked and was given permission to revise and extend his remarks.)

Mr. KLEPPE. I thank the gentleman for yielding to me at this point.

Mr. Speaker, I wish to express my appreciation to the Committee on Public Works for listening to our presentation and especially with reference to the emergency aspects of the bank stabilization of the Missouri River wherein they approved the allocation for which we asked.

Further, Mr. Speaker, I wish to say that I am very appreciative of the fact that it was included in this bill.

Mr. FALLON. Mr. Speaker, I have no further requests for time.

Mr. CRAMER. Mr. Speaker, I yield 5 minutes to the gentleman from California [Mr. DON H. CLAUSEN].

(Mr. DON H. CLAUSEN asked and was given permission to revise and extend his remarks.)

Mr. DON H. CLAUSEN. Mr. Speaker, I rise today in support of S. 3710 as reported by the Committee on Public Works.

This bill was written in a bipartisan manner by the committee and it reflects the efforts of all members of the committee to economize to the maximum extent possible, consistent with the essential needs of the Nation for water resources development projects.

We have heard testimony on a number of projects that are not included in this bill. Some of these projects do not warrant immediate authorization, in light of our critical fiscal situation. Others present problems that deserve more study, rather than commit the Federal Government to their construction at this time. The committee considered projects totaling some \$3 to \$4 billion in costs, but authorized only \$1,121,319,000 for new projects.

The bill contains authorizations for appropriations to continue construction of authorized projects in 13 river basins. This authorization is in the amount of \$469 million and is for one construction season, through calendar year 1969. Annual authorizations for basins makes it very difficult to properly and economically plan and schedule construction work. It is the plan of the committee to again consider river basin authorizations next year, and I hope that authorizations will then be provided for 2 years and that we may, thereafter, stay on a biannual basis.

In addition, this bill contains many projects that are essential for navigation, beach erosion control, hurricane control, and to protect lives and property from devastating floods.

I am pleased that the bill includes authorizations in recognition of the committees visits to disaster areas including Fairbanks, Alaska—Tanana; Denver, Colo.—the Mount Carborn Project, Bear Creek, South Platte; southwest Texas—Hurricane Beulah; and the north coast of California.

Generally speaking, in view of the time problem, the committee considered only those projects that were noncontroversial. Those considered controversial were either deleted or postponed.

One of the most noteworthy aspects of this legislation is to be found in section 106, on page 49, of the bill wherein the Corps of Engineers is authorized and directed to investigate and study the problem of coastal erosion along the Atlantic, Gulf, and Pacific coasts, the coasts of Puerto Rico and the Virgin Islands, and the shorelines of the Great Lakes. In addition to a thorough study of the problem, the corps is likewise directed to recommend to the Congress "the most suitable type of remedial action."

I should also like to point out that sections 113 to 115, inclusive, declare certain areas in and around New York and San Francisco as nonnavigable. These declarations of non-navigability withdraw the Federal Government's right to order the structures thereon removed for purposes of navigation under the commerce clause of the Constitution. In addition, this will remove any cloud on the title, and allow local interests to make arrangements for the development of the area. This action requires no expenditure of Federal funds.

In closing, Mr. Speaker, I also want to draw the attention of my colleagues to section 210 of the bill which provides that "no entrance or admission fees shall be collected after March 31, 1970," at any public recreation area on lakes and reservoirs under the jurisdiction of the U.S. Army Corps of Engineers.

I thank the gentleman for yielding and I urge support of this public works authorization bill by all Members.

Mr. CRAMER. Mr. Speaker, I yield such time as he may consume to the gentleman from Ohio [Mr. HARSHA].

Mr. HARSHA. Mr. Speaker, I rise in support of this legislation. I believe in the main we have a good bill. There were several differences of opinion on some of the matters, but these were threshed out in the subcommittee, and the majority view prevailed, and I believe we have a bill that everyone can in good conscience support, and I would recommend to the House the adoption of these various matters as reported by the full committee.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. HARSHA. I yield to the gentleman from Iowa.

Mr. GROSS. Mr. Speaker, I thank the gentleman for yielding.

I should like to ask someone as to the monetary value of this bill. I cannot readily find it in the report.

As a matter of fact, the report was not available to me until this morning.

Mr. CRAMER. Mr. Speaker, if the gentleman will yield, I will be delighted to answer the inquiry of the gentleman from Iowa.

Mr. HARSHA. I yield to the gentleman from Florida.

Mr. CRAMER. Mr. Speaker, I call the attention of the gentleman from Iowa to page 4 of the report, and to the compilation and summary of the monetary values. At the top of the page is title I, navigation projects and beach erosion projects, a total of \$322,733,000.

Title II, flood control, hurricane, and multiple-purpose projects, \$798,586,000, total \$1,121,319,000.

Then title III, basin monetary authorizations, which must be done on an annual basis, \$469 million. So the total of the bill is \$1,590,319,000.

Then the list of specific projects follow on pages 4, 5, 6, 7, and 8.

Mr. GROSS. If the gentleman will yield further, then this bill calls for about \$1.5 billion; is that correct?

Mr. CRAMER. That is right.

If the gentleman will permit me to comment further, the answer of the gentleman from Florida is that that is correct.

The principal reason. I will say to the gentleman from Iowa, that the bill is here with this suspension of the rules procedure rather than through the procedure of a rule is that, as the gentleman full well knows, the Committee on Rules has ordered that, except for emergency matters and the necessity of sending a letter to the chairman and the ranking minority members to that effect, that they did not wish to hold additional further hearings on these matters in order to get rules.

The projects herein involved are not too controversial in nature, and I for one agree that under these unusual circumstances the bill should be brought to the floor under suspension of the rules—and I admit to the gentleman from Iowa that it is an unusual procedure—but I will say to the gentleman that these are necessary circumstances. I will say to the gentleman further that due to the recent heavy workload in the committee it was not possible to bring the bill out any more quickly than they did, and give it proper consideration.

I will also say to the gentleman that we could have rushed the bill through without proper consideration, and it might have been here earlier under a rule, but I would rather have it here under this procedure after proper consideration, even under suspension of the rules, than to rush it through the committee without adequate consideration in order that we have a rule on it.

Mr. GROSS. If the gentleman will yield further, and I will be brief, I want to protest as vehemently as I know how this kind of procedure. We could not get a copy of the report on Saturday of last week, and here we are on Monday about to pass the bill after only 40 minutes of debate, with all amendments prohibited, involving \$1.5 billion. This is the wrong procedure, and I do not care whether we are working toward adjournment or what we are supposed to be doing here, this is wrong, absolutely wrong, to take up a bill of this magnitude under suspension of the rules.

Mr. Speaker, it was bad enough to take up, under suspension of the rules, the previous bill providing for a half billion dollars to be expended each year into the unknown future. There are line items galore in this bill, but Members are powerless to get at any of them because of the rules which preclude the Members from working their will.

Mr. CURTIS. Mr. Speaker, will the gentleman yield?

Mr. HARSHA. I yield to the gentleman.

Mr. CURTIS. Mr. Speaker, I want to associate myself with the remarks of the

gentleman from Iowa and also to point out that if we are going to do anything on getting this budget down, it has to begin at the authorization level.

We do not know how much of this \$1.5 billion actually would be scheduled for the fiscal year 1969. Of course, nowhere near this amount, but what might be contemplated under the budget and I think if we are going to proceed in this fashion, the Congress might just as well admit that it is a rubberstamp and go on home.

Mr. HARSHA. I would say in response to the gentleman from Missouri that over \$3 billion of authorizations were considered by the subcommittees and we spent a considerable amount of time and study on this problem. We think we have brought out a measure here that reflects considerable savings—less than half of the amount of the total authorization requested. Of course, this will not be spent, in all probability, none of it for the fiscal year 1969 because this matter has not been budgeted. There have been no appropriations for it whatsoever.

Mr. CURTIS. I appreciate that part of the thing, but I think we do have to relate it to that.

I had previously asked some questions over at this table as to how this did sit with the President's budget and I could not get any answers at all which led me to make the remarks that it is going to have some impact on fiscal 1969, I think the gentleman would agree—or maybe it would not at all.

Mr. CRAMER. Mr. Speaker, will the gentleman yield?

Mr. HARSHA. I yield to the gentleman.

Mr. CRAMER. The gentleman asked me some questions at the table and I am sorry that I was not sufficiently persuasive in my reply.

But my reply was—and I repeat it for the RECORD—that this is an authorization bill and if in fact there are any projects—and I do not know of any, except for basin authorization, that have to continue—there are no projects that are in the 1969 budget in this authorization.

So, that answers the gentleman's first question.

Now relating to the basin authorizations, the amount contained in here is the maximum that could be appropriated and it does not in any way affect what was submitted by the Bureau of the Budget. Those basins that have been started have to continue.

So I would say to the gentleman, he is overly concerned as it relates to the budget because this does not affect the budget.

Not only that, we reduced by about 50 percent the numerous requests made to the committee for this authorization. So I think we were quite responsible.

Mr. CURTIS. Let me say to the gentleman, if I may, that this is not just a question of holding to the President's budget. We have to cut back in these areas. The committee apparently, if it has not got the data, how can the committee actually cut back and establish priorities? The difficult job ahead of us is to establish priorities on many desirable programs.

These are—probably every one of them I am sure—with the committee's work, desirable programs, it is the lack of priorities that is creating the trouble.

Mr. JONAS. Mr. Speaker, will the gentleman yield?

Mr. HARSHA. I yield to the gentleman.

Mr. JONAS. I rose originally to ask some questions which were asked by the gentleman from Missouri, but they have now been answered.

I had another inquiry and it is this. How many unfunded public works projects are now authorized in dollars?

Mr. JONES of Alabama. Mr. Speaker, will the gentleman yield so that I may answer the gentleman.

Mr. HARSHA. I yield to the gentleman.

Mr. JONES of Alabama. The last account that our Committee on Public Works had some years ago at that time was in the neighborhood of \$10 million.

I will say to the gentleman from North Carolina that these surveys and these authorizations were completely out of date and unrealistic and would have to be modified if they are to be considered further by the Committee on Appropriations.

I do not think that they are proper projects for us to consider.

The gentleman from North Carolina recalls, I am quite sure, that when the gentleman from Michigan [Mr. DONDERO] was chairman of the Committee on Public Works, he made a vigorous effort for the committee to deauthorize this type of project.

The House did not look with favor upon that proposition and rejected it.

But as long as those projects are on the shelf and are not giving us any trouble, I think it will mean for us to go back and look at them because they no longer play any part in the consideration of the authorizations or appropriations.

Mr. JONAS. May I inquire further whether these projects will assume whatever priorities are given to them by the Director of the Bureau of the Budget and the President on some future occasion when a request for appropriations is made?

Mr. JONES of Alabama. Not only that, but the authorization is free of the bill, the basin authorization. Some of the basins were authorized in 1938. We know and realize the importance of keeping those basin authorizations up to date in relation to the water needs and requirements in the basins. Therefore, we wish to examine them frequently and to see that every dollar will be prudently spent in developing the water needs and requirements of the basins.

Mr. JONAS. As I understand the bill, it contains authorization about a half billion dollars specifically for those basins; is that correct?

Mr. JONES of Alabama. \$469 million for basins.

Mr. JONAS. Are these projects required to be authorized now?

Mr. JONES of Alabama. The gentleman is correct.

Mr. JONAS. I would like to make one other comment, if I may. As I understand the figures previously cited by the gentleman from Alabama, there are out-

standing now about \$10 billion in authorizations for public works projects. This bill would increase that total by \$1.5 billion. Who determines the order in which these projects are to be funded in the future? That is, who makes the initial determination? Some future Director of the Bureau of the Budget, subject, of course, to being overridden by Congress; but do they all stand in line? Are they given equal treatment? Or is there a question of selectivity involved?

Mr. JONES of Alabama. Mr. Speaker, if the gentleman will yield, I think we have been very careful in establishing a priority arrangement and method of considering these prospectuses. We do have a need requirement.

Mr. JONAS. What I mean is, in the future will the administration pick out a previously authorized project and put it ahead of these, or might it select one of these projects and put it ahead of a previously authorized project?

Mr. JONES of Alabama. I could not speak for future administrations any more than I could speak for future actions of the Appropriations Committee, on which the gentleman serves.

Mr. CRAMER. Mr. Speaker, will the gentleman yield?

Mr. JONAS. I yield to the gentleman from Florida.

Mr. CRAMER. The way these matters are generally handled, the States and the communities make their requests for money and construction activation of the authorization, and they make their case as to why they believe it is necessary to give certain projects high priority. The Corps of Engineers then sorts the projects out on an annual basis. They then send it to the Chief of Engineers in Washington. Then the Bureau of the Budget takes a look at it. I think there is excellent protection to try to make sure the projects are handled on their merits rather than on a political basis.

Mr. JONAS. It seems to me that we should do something with the \$10 billion in outstanding authorizations before authorizing a new group of projects involving another \$1½ billion.

Mr. KEE. Mr. Speaker, I support S. 3710, the Rivers and Harbors and Flood Control Act of 1968.

I strongly support provisions of section 210 in the bill, to end all entrance fees at Army Engineer lakes in March of 1970, and to impose limitations now on user fees collected at these lakes.

The user fee limitation, which the bill would make effective on its final enactment, will guarantee without further delay free access to and use of the waters for fishermen, boatmen and others.

This restores for the public the free access for recreational purposes which was guaranteed in most authorizing legislation for Army Engineer projects.

The bill should be passed by unanimous vote.

Mr. ALBERT. Mr. Speaker, this rivers and harbors bill is in the interest of the Nation and should be passed by an overwhelming majority vote.

The provisions of this bill assure continued authorization of funds to carry on urgent flood control measures, develop water and power facilities, and provide

for navigation benefiting many States of the Union.

Oklahoma is one of those States vitally interested in navigation's development on both the Arkansas River and the Red River. This bill assures progress on both of these great navigation projects, and is tremendously important to our States' industrial and economic future. I commend the committee for its recommendations in S. 3710.

I am also pleased to note the bill, in section 210, provides for an end to entrance fees at Army Engineer public recreation areas, not later than March 31, 1970.

The same provision assures that user fees at these lakes, following enactment and Presidential approval of S. 3710, will no longer be used to deny access to and use of water areas. Picnic areas, lightly developed shorelands, scenic drives and many other areas of our lakes would be freed from these user fees.

For the fisherman, for the family on a picnic, for the sightseer and the boatman, our lakes will once again be free—as was provided by law when most of these Army Engineer dams were constructed.

Many of us in Oklahoma have been working for this day for a long time. I am happy to see the House will now vote its will, and feel sure S. 3710 will be adopted.

Mr. OTTINGER. Mr. Speaker, it seems incredible to me that, faced with the current financial crisis at home and abroad which caused this House to pass a mandated \$6 billion expenditure cut, we should now be authorizing more than one and a half billion dollars for rivers and harbors projects.

I find it very disturbing that the House should blithely slap the middle-income taxpayer with a 10-percent surcharge, and then pass huge authorizations and appropriations for nonessential expenditures of this type. When taken with the gigantic public works and highway bills just recently passed, it makes one doubt the sincerity of those who have been making such a flamboyant case for economy in Government, particularly those on the other side of the aisle. Where are all those economy-minded Congressmen today, may I ask?

The economy bloc seems to arouse itself only over essential social programs for health, education, job training, and antipoverty efforts which are vital to strengthening the fabric of our society and particularly, our most important resource, human beings. When it comes to the pork barrel, they are all in hiding.

I am sure that the \$1.5 billion authorized in this bill could be better spent on truly essential programs or at least deferred to offset the need for the inequitable tax surcharge earlier passed. I am sure many of the projects are meritorious, but in this time of crisis, none of them could really be rated as priority items.

I am strongly opposed to this authorization and hope, vainly I know, that it will be soundly defeated.

Mr. ROTH. Mr. Speaker, S. 3710 includes an authorization for a project of great importance to the State of Delaware. The Delaware coast beach erosion

control and hurricane protection project will supplant the existing temporary State-Federal effort with a more comprehensive long-range project designed to strengthen the beaches against erosion resulting from normal tidal action and the more severe effects of storms and hurricanes.

The Delaware Atlantic coast has long suffered from the effects of tide and storm. Over the last half century, for example, Rehoboth has seen almost a city block along the ocean front fall prey to the sea, and a number of older structures on the beach have been moved inland to escape the ocean's encroachment.

Delawareans vividly recall the March 1962 storm which swept the Middle Atlantic coast causing loss of life and property damage in the millions. Lasting through several successive high tides, the storm caused widespread flooding of marshlands along the Delaware Bay, isolating bayside communities and requiring emergency evacuation of residents of several. Even more severe was the destruction wrought along the ocean coast—the area covered by the project authorized under the bill. Damage to structures fronting on the Atlantic Ocean and the Rehoboth, Indian River, and Assawoman Bays was extensive; the dunes protecting areas beyond the beaches were flattened; the beaches, themselves, were scoured clean of their sand, leaving only the underlying clay deposits; the narrow stretch of sandy beach reaching from Dewey Beach to Fenwick Island—nearly three-quarters of the project area—was breached at several points. The State of Delaware in cooperation with the Army Corps of Engineers immediately initiated measures to stabilize the weakened beaches and rebuild them. These efforts, which have continued during the past 6 years, have proved successful in preventing further severe damage to the beaches.

In January 1963 the Senate Public Works Committee by resolution authorized a study to determine the proper action to reclaim and preserve the storm-ravaged area. As a result of the study, it was determined that the 24.5-mile-long Atlantic coast of Delaware from historic Cape Henlopen to Fenwick Island on the Delaware-Maryland border required substantial upgrading to prevent further deterioration. The project in this bill is designed to take up where the short-term measures of recent years leave off. It will supplant these efforts with a long-range program of beach widening and dune construction to strengthen the ocean coast against storm and tide.

The benefits of this needed project extend well beyond the borders of the State of Delaware, for the project area includes communities which annually hundreds of thousands of weekenders and vacationers come from the nearby Washington, Baltimore, and Philadelphia metropolitan areas. It is an important recreational asset of the entire Middle Atlantic area which should and must be preserved and enhanced for present and future generations.

The Committee on Public Works merits the appreciation of the people of Dela-

ware and, indeed, all who visit the Delaware shore resorts, for its early and favorable action in reporting this important project intact, and I am hopeful that it will be possible for us to move forward to reclaim, preserve, and develop the Delaware coast at the earliest possible time.

Much credit is due my distinguished colleague in the other body, the junior Senator from Delaware. Since 1963 he has worked hard to see this needed project realized. His initiative and hard work are in large measure responsible for the early and favorable action on this project of importance to Delaware and the people of neighboring States.

The SPEAKER. The question is on the motion of the gentleman from Maryland that the House suspend the rules and pass the bill S. 3710, as amended.

The question was taken.

Mr. RUMSFELD. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

The Doorkeeper will close the doors, the Sergeant at Arms will notify absent Members, and the Clerk will call the roll.

The question was taken; and there were—yeas 307, nays 85, not voting 40, as follows:

[Roll No. 253]

YEAS—307

Abernethy	Cramer	Grover
Adair	Cunningham	Gubser
Addabbo	Daddario	Gurney
Albert	Daniels	Hagan
Anderson, Ill.	Davis, Ga.	Haley
Andrews, Ala.	Davis, Wis.	Hall
Andrews, N. Dak.	Dawson	Halleck
Annunzio	Delaney	Halpern
Ashbrook	Dellenback	Hamilton
Ashmore	Denney	Hammer-
Aspinall	Dent	schmidt
Ayres	Dickinson	Hanley
Baring	Diggs	Hanna
Barrett	Dingell	Hansen, Wash.
Bates	Dole	Hardy
Battin	Donohue	Harrison
Belcher	Dorn	Harsha
Bell	Dow	Hathaway
Bennett	Dowdy	Hawkins
Berry	Downing	Hays
Bevill	Dulski	Hébert
Blackburn	Duncan	Hechler, W. Va.
Blatnik	Eckhardt	Heckler, Mass.
Boggs	Edmondson	Helstoski
Bolling	Edwards, Ala.	Henderson
Bolton	Edwards, La.	Hicks
Brasco	Ellberg	Hosmer
Bray	Erlenborn	Howard
Brinkley	Esch	Hull
Brock	Evans, Colo.	Hungate
Brooks	Everett	Ichord
Brotzman	Fallon	Irwin
Brown, Calif.	Farbstein	Jarman
Broyhill, Va.	Fascell	Joelson
Burke, Fla.	Feighan	Johnson, Calif.
Burke, Mass.	Findley	Jones, Ala.
Burleson	Fisher	Jones, Mo.
Burton, Calif.	Flood	Jones, N.C.
Burton, Utah	Flynt	Karsten
Bush	Foley	Karth
Button	Ford, Gerald R.	Kazen
Byrne, Pa.	Ford,	Kee
Cabell	William D.	Keith
Carter	Fountain	Kelly
Casey	Friedel	Kirwan
Cederberg	Fulton, Tenn.	Kleppe
Celler	Fuqua	Kluczynski
Clark	Gallfanakis	Kyl
Clausen,	Garmatz	Laird
Don H.	Gathings	Langen
Clawson, Del.	Gettys	Lennon
Cleveland	Gibbons	Lipscomb
Cohelan	Gilbert	Lloyd
Colmer	Gonzalez	McCarthy
Conable	Gray	McCloskey
Corman	Green, Oreg.	McClure
Cowger	Green, Pa.	McDonald,
	Griffin	Mich.

McEwen	Perkins	Sisk
McFall	Pettis	Skubitz
McMillan	Philbin	Slack
Macdonald,	Pickle	Smith, Iowa
Mass.	Pike	Smith, N.Y.
Machen	Poage	Smith, Okla.
Mahon	Podell	Snyder
Mailliard	Pollock	Springer
Martin	Price, Ill.	Staggers
Mathias, Calif.	Price, Tex.	Stanton
Mathias, Md.	Pryor	Steed
Matsunaga	Purcell	Stelger, Ariz.
Mayne	Qule	Stubblefield
Meeds	Quillen	Stuckey
Meskill	Randall	Sullivan
Michel	Rees	Taylor
Miller, Calif.	Relfe	Teague, Calif.
Miller, Ohio	Reinecke	Teague, Tex.
Mills	Reuss	Tenzer
Mink	Rhodes, Ariz.	Thompson, N.J.
Mize	Riegle	Thomson, Wis.
Monagan	Rivers	Tiernan
Montgomery	Roberts	Tunney
Moore	Robison	Udall
Moorhead	Rodino	Ullman
Morgan	Rogers, Colo.	Van Deerlin
Morris, N. Mex.	Rogers, Fla.	Vander Jagt
Morton	Ronan	Vigorito
Mosher	Rooney, N.Y.	Waldie
Moss	Rooney, Pa.	Watson
Murphy, Ill.	Rosenthal	Watts
Murphy, N.Y.	Rostenkowski	White
Myers	Roth	Whitener
Natcher	Roudebush	Whitten
Nedzi	Roush	Wiggins
Nelsen	Roybal	Willis
Nichols	Ruppe	Wilson, Bob
Nix	St Germain	Wilson,
O'Hara, Mich.	St. Onge	Charles H.
Olsen	Schadeberg	Winn
O'Neal, Ga.	Scherle	Wright
O'Neill, Mass.	Schwengel	Wyatt
Passman	Scott	Young
Patman	Selden	Zablocki
Patten	Shipley	Zion
Pelly	Shriver	Zwach
Pepper	Sikes	

NAYS—85

Abbitt	Griffiths	Reld, N.Y.
Adams	Gross	Rumsfeld
Arends	Gude	Ryan
Betts	Harvey	Satterfield
Blester	Horton	Saylor
Bingham	Hunt	Scheuer
Bow	Hutchinson	Schneebell
Brademas	Jacobs	Schweiker
Broomfield	Johnson, Pa.	Stafford
Brown, Mich.	Jonas	Stelger, Wis.
Brown, Ohio	Kastenmeier	Stratton
Broyhill, N.C.	King, N.Y.	Taft
Buchanan	Kupferman	Thompson, Ga.
Byrnes, Wis.	Kuykendall	Tuck
Cahill	Kyros	Vanik
Carey	Latta	Walker
Chamberlain	Long, Md.	Wampler
Clancy	Lukens	Watkins
Collier	McClory	Whalen
Conte	McCulloch	Whalley
Corbett	McDade	Whidall
Curtis	Marsh	Williams, Pa.
Derwinski	Minish	Wolf
Devine	O'Konski	Wydler
Dwyer	Ottlinger	Wylie
Eshleman	Pirnie	Wyman
Fraser	Poff	Yates
Fulton, Pa.	Pucinski	
Goodling	Reid, Ill.	

NOT VOTING—40

Anderson,	Gialmo	Minshall
Tenn.	Goodell	Morse, Mass.
Ashley	Hansen, Idaho	O'Hara, Ill.
Blanton	Herlong	Rallsback
Boland	Hollfield	Rarick
Conyers	Holland	Resnick
Culver	King, Calif.	Rhodes, Pa.
de la Garza	Kornegay	Sandman
Edwards, Calif.	Landrum	Smith, Calif.
Evins, Tenn.	Leggett	Stephens
Fino	Long, La.	Talcott
Frelinghuysen	MacGregor	Utt
Gallagher	Madden	Waggonner
Gardner	May	

So (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The Clerk announced the following pairs:

Mr. Evins of Tennessee with Mr. Utt.
Mr. Madden with Mr. Fino.

Mr. Giaimo with Mr. Sandman.
Mr. King of California with Mr. Goodell.
Mr. Holifield with Mr. Morse of Massachusetts.

Mr. Culver with Mr. MacGregor.
Mr. Blanton with Mr. Minshall.
Mr. Anderson of Tennessee with Mr. Talcott.

Mr. Leggett with Mr. Rallsback.
Mr. Gallagher with Mr. Freilinghuysen.
Mr. Rhodes of Pennsylvania with Mr. Gardner.

Mr. Waggonner with Mr. Hansen of Idaho.
Mr. Long of Louisiana with Mrs. May.
Mr. Boland with Mr. Smith of California.
Mr. Conyers with Mr. Resnick.
Mr. Rarick with Mr. O'Hara of Illinois.
Mr. Landrum with Mr. Ashley.
Mr. Edwards of Louisiana with Mr. Stephens.

Mr. Holland with Mr. Herlong.

Mr. Kornegay with Mr. de la Garza.

Mr. FULTON of Pennsylvania changed his vote from "yea" to "nay."

Mr. KUYKENDALL changed his vote from "yea" to "nay."

The result of the vote was announced as above recorded.

The doors were opened.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. JONES of Alabama. Mr. Speaker, I ask unanimous consent that all Members may extend their remarks on the bill just passed and include therewith extraneous matter.

The SPEAKER pro tempore. Without objection, it is so ordered.

There was no objection.

AUTHORIZING ESTABLISHMENT OF REDWOOD NATIONAL PARK

Mr. ASPINALL. Mr. Speaker, I move to suspend the rules and pass the bill (S. 2515) to authorize the establishment of the Redwood National Park in the State of California, and for other purposes, as amended.

The Clerk read as follows:

S. 2515

That in order to preserve significant examples of the primeval coastal redwood (*Sequoia sempervirens*) forests and the streams and seashores with which they are associated for purposes of public inspiration, enjoyment, and scientific study, the Secretary of the Interior is authorized to establish an area to be known as the Redwood National Park in Del Norte and Humboldt Counties, California.

SEC. 2. (a) The area to be included within the Redwood National Park is that generally depicted on the map entitled "Proposed Redwood National Park", numbered NP-RED-7113, and dated June 1968, copies of which map shall be kept available for public inspection in the offices of the National Park Service, Department of the Interior, and shall be filed with appropriate officers of Del Norte and Humboldt Counties. The Secretary may from time to time, with a view to carrying out the purpose of this Act and with particular attention to minimizing siltation of the streams, damage to the timber, and assuring the preservation of the scenery within the boundaries of the national park and seashore as depicted on said map, modify said boundaries, giving notice of any changes involved therein by publication of a revised drawing or boundary description in the Federal Register and by filing said revision with the officers with whom the original map was filed, but the acreage within said park shall at no

time exceed twenty-eight thousand five hundred acres, exclusive of submerged lands.

(b) Notwithstanding the provisions of subsection (a) of this section, the boundaries of the park and seashore shall not include existing State highways, but the Secretary of the Interior may cooperate with appropriate officials of the State of California and of Del Norte and Humboldt Counties in patrolling and maintaining such roads and highways.

SEC. 3. (a) The Secretary is authorized to acquire lands and interests in land within the boundaries of the Redwood National Park and, in addition thereto, not more than ten acres outside of those boundaries for an administrative site or sites. Such acquisition may be by donation, purchase with appropriated or donated funds, exchange, or otherwise, but lands and interests in land owned by the State of California may be acquired only by donation, and no other lands or interests in land within the boundaries of the park shall be acquired until said State has conveyed or agreed to convey the lands owned by it therein to the United States for the purpose of this Act. If any individual tract or parcel of land to be acquired is partly inside and partly outside said boundaries, the Secretary may, in order to minimize the payment of severance damages, acquire the whole of the tract or parcel, exchange that part of it which is outside the boundaries for land or interests in land inside the boundaries or for other land or interests in land to be acquired pursuant to this Act, and dispose of so much thereof as is not so utilized in accordance with the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended (40 U.S.C. 471 et seq.). The cost of any land so acquired and disposed of shall not be charged against the limitation on authorized appropriations contained in section 10 of this Act.

(b) The Secretary is further authorized to acquire, as provided in subsection (a) of this section, lands and interests in land bordering both sides of the highway between the present southern boundary of Prairie Creek Redwoods State Park and a point on Redwood Creek near the town of Orick to a depth sufficient to maintain or to restore a screen of trees between the highway and the land behind the screen and the activities conducted thereon.

(c) In order to afford as full protection as is reasonably possible to the timber, soil, and streams within the boundaries of the park, the Secretary is authorized, by any of the means set out in subsection (a) of this section, to acquire interests in land from, and to enter into contracts and cooperative agreements with, the owners of land on the periphery of the park and on watersheds tributary to streams within the park designed to assure that the consequences of forestry management, timbering, land use and soil conservation practices conducted thereon, or of the lack of such practices, will not adversely affect the timber, soil, and streams within the park as aforesaid. As used in this subsection, the term "interests in land" does not include fee title unless the Secretary finds that the cost of a necessary less-than-fee interest would be disproportionately high as compared with the estimated cost of the fee. No acquisition shall be effectuated except by donation and no contract or cooperative agreement shall be executed by the Secretary pursuant to the provisions of this subsection until sixty days after he has notified the President of the Senate and the Speaker of the House of Representatives of his intended action and of the costs and benefits to the United States involved therein.

(d) Upon agreement by the State of California to administer the same as a part of its State park system, the Secretary is authorized to acquire, by any of the means set out in subsection (a) of this section, the tract of land comprising approximately three hundred and ninety acres, in sections 5, 8, and

9, township 1 north, range 2 east, which is frequently referred to as the Van Duzen grove and, upon request of the State, to transfer title to said tract to it. Said title shall revert to the United States if the State fails or ceases to administer the land for public park and recreation purposes or if it attempts to transfer the title to any third party for any purpose.

SEC. 4. (a) Improved property within the boundaries of the Redwood National Park shall not be subject to condemnation as long as it conforms to zoning bylaws established by the county in which the property is situated, which bylaws conform to standards set by the Secretary. Such bylaws shall be designed among other things, (i) to permit only such minor improvements on the property as are compatible with the purpose of the park and seashore and (ii) to promote the purpose of the park and seashore by establishing acreage limits, frontage and setback requirements, and procedures for giving public notice of zoning, variances, and exceptions.

(b) The owner of improved property on the date of its acquisition by the Secretary under this Act may, as a condition of such acquisition, retain for himself and his heirs and assigns a right of use and occupancy of the improved property for noncommercial residential purposes for a definite term of not more than twenty-five years or, in lieu thereof, for a term ending at the death of the owner or the death of his spouse, whichever is later. The owner shall elect the term to be reserved. Unless the property is wholly or partially donated to the United States, the Secretary shall pay the owner the fair market value of the property on the date of acquisition minus the fair market value on that date of the right retained by the owner. A right retained pursuant to this section shall be subject to termination by the Secretary upon his determination that it is being exercised in a manner inconsistent with the purpose of this Act, and it shall terminate by operation of law upon the Secretary's notifying the holder of the right of such determination and tendering to him an amount equal to the fair market value of that portion of the right which remains unexpired.

(c) The term "improved property", as used in this section, means a detached, non-commercial residential dwelling, the construction of which was begun before October 9, 1967, together with so much of the land on which the dwelling is situated, the said land being in the same ownership as the dwelling, as the Secretary shall designate to be reasonably necessary for the enjoyment of the dwelling for the sole purpose of noncommercial residential use, together with any structures accessory to the dwelling which are situated on the land so designated.

SEC. 5. In exercising his authority to acquire lands and interests in land by exchange under this Act, the Secretary may accept title to non-Federal property and transfer to the grantor any federally owned property under his jurisdiction in the State of California, except property needed for public use and management, which he classifies as suitable for exchange or other disposal. The values of the properties so exchanged either shall be approximately equal or, if they are not approximately equal, shall be equalized by the payment of cash to the grantor or to the Secretary as the circumstances require.

SEC. 6. Notwithstanding any other provision of law, any Federal property located within any of the areas described in sections 2 and 3 of this Act may, with the concurrence of the head of the agency having custody thereof, be transferred without consideration to the administrative jurisdiction of the Secretary for use by him in carrying out the provisions of this Act.

SEC. 7. (a) Notwithstanding any other provision of law, the Secretary shall have the

same authority with respect to contracts for the acquisition of land and interests in land for the purposes of this Act as was given the Secretary of the Treasury for other land acquisitions by section 34 of the Act of May 30, 1908 (35 Stat. 545, 40 U.S.C. 261), and the Secretary and the owner of land to be acquired under this Act may agree that the purchase price will be paid in periodic installments over a period that does not exceed ten years, with interest on the unpaid balance thereof at a rate which is not in excess of the current average market yield on outstanding marketable obligations of the United States with remaining periods to maturity comparable to the average maturities on the installments.

(b) Judgments against the United States for amounts in excess of the deposit in court made in condemnation actions shall be subject to the provisions of section 1302 of the Act of July 27, 1956 (70 Stat. 694), as amended (31 U.S.C. 724a) and the Act of June 25, 1948 (62 Stat. 979), as amended (28 U.S.C. 2414, 2517).

SEC. 8. The present practice of the California Department of Parks and Recreation of maintaining memorial groves of redwood trees named for benefactors of the State redwood parks shall be continued by the Secretary in the Redwood National Park.

SEC. 9. The Secretary shall administer the Redwood National Park and Seashore in accordance with the provisions of the Act of August 25, 1916 (39 Stat. 535, 16 U.S.C. 1-4), as amended and supplemented.

SEC. 10. There are hereby authorized to be appropriated not more than \$56,750,000 for acquisition of lands and interests in land pursuant to section 3 of this Act and not more than \$10,000,000 for necessary developments within the Redwood National Park.

The SPEAKER pro tempore (Mr. ALBERT). Is a second demanded?

Mr. SAYLOR. Mr. Speaker, I demand a second.

Mr. BURTON of California. Mr. Speaker, I demand a second.

The SPEAKER pro tempore. The gentleman from Pennsylvania [Mr. SAYLOR] has demanded a second. Is the gentleman from Pennsylvania opposed to the bill?

Mr. SAYLOR. In its present form I am, Mr. Speaker.

The SPEAKER pro tempore. The gentleman qualifies.

Without objection, a second will be considered as ordered.

There was no objection.

Mr. ASPINALL. Mr. Speaker, I yield myself 5 minutes.

(Mr. ASPINALL asked and was given permission to revise and extend his remarks).

Mr. ASPINALL. Mr. Speaker, as I begin the discussion on this important bill, may I say first of all that what we do here at this time is not to finalize our action on the redwood bill. That final work will be done in conference and then finally, after conference, by House action on the conference report.

I wish to say that I personally shall try to find in conference the answers by which the acreage can be increased to a reasonable and logical amount.

Final committee action, and now this House action, have had to await congressional approval of the land and water conservation fund bill which has been signed today at a ceremony held, because of work here in the House, without those legislative architects primarily

responsible for the legislation unable to attend the signing ceremony.

With the land and water conservation bill being finally approved, there is made available within the next 5 years approximately \$400 million of which \$276 million is already pledged and legislative priorities for expenditures established. As we consider the bills on the calendar today and those yet remaining before the committee we are considering another \$150 million to \$200 million of authorization. Accordingly, we must consider all of the equities and priorities now established and to be established in considering redwood legislation. There is just so much money and that amount of money must be considered in the time elements fair to all parts of the Nation.

Some may object to the procedure of consideration now being followed in the discussion of this legislation. However, under existing situations with the drive toward adjournment, this is the only sure way we have of getting a redwoods bill passed this Congress—and that must be done for all parties concerned.

Mr. Speaker, the Committee on Interior and Insular Affairs brings before the House today three major pieces of legislation in the field of parks and outdoor recreation. I want to start off my remarks by offering my thanks to all members of the committee. Without their help it would have been impossible for us to do this. I want especially to thank the chairman of our Subcommittee on National Parks and Recreation, the Honorable ROY A. TAYLOR, and the ranking minority member of the committee, the Honorable JOHN P. SAYLOR. Both of these colleagues of ours are experienced in this field of legislation, and both have devoted long and strenuous hours of work listening to witnesses here in Washington and in the field, trying to understand issues, reconciling differences of opinion, and working out the details of the bills in such a way that they would honestly reflect the thinking of the committee and work for the good of the country. But for their work and cooperation, we would not have a Redwood National Park bill before the House today and we would not have a scenic rivers bill or a national trails bill, for all three of these proposals have had elements of controversy about them that it was essential be resolved as fully and fairly as possible.

It has long been evident that a redwood park would be a valuable addition to the collection of national assets that we refer to as the national park system. This is so, not because the State of California has been doing less than a good job in preserving some of the superlative groves of redwoods that still exist, but because more ought to be done than it is fair to expect the State to do by itself and because the redwoods are, after all, as much a unique heritage of our whole generation, regardless of where we live, as is the Grand Canyon or the sequoias or Old Faithful or any other of a dozen or two dozen of the natural wonders of the Western Hemisphere that you or I could mention.

Whether there should be a Redwood National Park has never been a big or a controversial question in the minds of most of us. Our two big problems, rather, have been first where the park should be and second, how large it should be. These, I may add, have been problems not only for us on the committee but for everybody else who has interested himself in this legislation—for the conservation organizations, for the Department of the Interior and its agencies, for the State, for the two counties that are involved, and for the landowners affected. There is no need to do more than mention some of the subsidiary controversies that these two questions involved and that had to be resolved: Whether the park should be exclusively in Del Norte County or exclusively in Humboldt County or in both; whether it should encompass the whole or a large part of a single watershed—Mill Creek, for instance, or Redwood Creek—or whether it would be better to include parts of several watersheds; whether it should be regarded almost exclusively in the light of its preservation objectives or whether emphasis should also be placed on outdoor recreation values; whether and, if so, how its creation could be reconciled with the economy of the area in which it is located—and by this I mean not so much the business interests of the four major timber companies that are operating in the area as I do the jobs of their employees and the tax base of the communities in which they are operating—and, just to bring this recitation to a close, how far above or below the Budget Bureau's ceiling on land acquisition costs for this enterprise we would be justified in going. For a while, it looked as though these problems might be insurmountable. But I think I can say that we have worked out a bill which, though it will not leave many people fully satisfied, will give us a Redwood National Park that will be a worthy addition to the national park system, it will not exceed the Budget Bureau ceiling in cost, and will not cripple the economy of either Del Norte or Humboldt County or anyone operating in them.

Mr. Speaker, I am going to leave it to my colleague, the gentleman from North Carolina who is chairman of our Subcommittee on National Parks and Recreation, to tell the House about the details of the committee amendment. Let me give you the overall figures, however: Our bill calls for a national park containing about 28,400 acres, of which about 18,500 acres are primeval redwood land—land that has never been cut. The park will contain the tallest trees on the face of the globe, as far as we know, and it will contain trees the average age of which is 800 years or more. I may add parenthetically that 800 years is a ripe old age for anybody and that 2,200 years—the estimated age of a few of these trees—might well make Methuselah envious. It will be made up in part of land that is now in two State parks and that will have to be donated to the Government. The remainder of the area, about 9,900 acres, will have to be purchased. It also contains about 24

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HIGHLIGHTS: Senate debated farm bill. House passed foreign aid authorization bill.

SENATE

1. FARM PROGRAM. Began consideration of S. 3590, to extend and improve legislation for maintaining farm income, stabilizing prices and assuring adequate supplies of agricultural commodities (pp. S8939-44). Sen. Ellender said this is a simple 4-year extension of the Food and Agriculture Act, with some minor changes and asked the Senate to approve this legislation without delay. pp. S8939-44

2. OCEANOGRAPHY. The Labor and Public Welfare Committee reported with amendments H. R. 13781, authorizing funds for sea-grant colleges and ocean exploration (S. Rept. 1439). p. S8845
3. TRADE FAIRS. The Commerce Committee reported without amendment H. R. 18340, to amend the Merchant Marine Act, 1936, to provide for continuation of authority to develop American flag carriers and promote the foreign commerce of the U. S. through the use of mobile trade fairs (S. Rept. 1441). p. S8845
4. METRIC SYSTEM. The Commerce Committee reported with amendment H. R. 3136, to authorize the Secretary of Commerce to make a study to determine the advantages and disadvantages of increased use of the metric system in the United States (S. Rept. 1442). p. S8845
5. FLOOD CONTROL. Conferees were appointed on S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control (pp. S8864-70). House conferees have not been appointed.
6. WATER RESOURCES. Sen. Fannin was appointed as a conferee on S. 20, to provide for a comprehensive review of national water resource problems and programs, in place of Sen. Allot who asked to be excused from serving. p. S8921
7. APPROPRIATIONS. Passed with amendments H. R. 17023, the independent offices and HUD appropriation bill (pp. S8909-38). Conferees were appointed for the Senate (p. S8938). House conferees have not been appointed.
Sen. Bennett urged approval of the Bonneville unit of the central Utah public works project included in the public works appropriation bill. pp. S8889-90
8. RECREATION. Sen. Gruening discussed the need for additional visitor facilities in Alaska's Glacier Bay National Monument area. pp. S8878-9
9. TRADE. The Commerce Committee voted to report (but did not actually report) S. 927, to make unlawful certain discriminatory property tax assessments of common carrier property (amended). p. D702
10. HIGHWAYS. Sen. Monroney commended the inclusion in the highway authorization bill of the provision to prohibit the construction of any toll highway on the Interstate Highway System after June 30, 1968, unless the Secretary of Transportation makes an affirmative finding that a toll facility rather than a free facility is in the public interest. pp. S8855-6
11. MAIL. Sen. Monroney expressed concern over the requirement in the tax bill that the Post Office begin to reduce employment, stating "the Post Office cannot continue all services at their present level, and also absorb an increase in mail volume, with fewer employees to do the work." pp. S8856-7
Sen. Brewster supported legislation exempting the Post Office Department from the requirement to reduce employment. p. S8889

home and abroad. As you know, this is an increasingly controversial subject these days, and I have made no effort to conceal my own position which I suspect is at variance with that of some in this room. If you find me speaking out perhaps somewhat bluntly for my own point of view, I hope you will excuse it as further evidence of my being a banker and not a political aspirant who would ever strengthen any of your state tickets!

For the past 20 years, our system of international trade and monetary arrangements has performed remarkably well, I think, considering that some 120 sovereign nations are involved in the operation. But now monetary and trade complications are threatening to run ahead of remedies.

I believe the current monetary difficulties could actually prove healthful in the long run as nations find in this crisis the will to move forward with reforms that are clearly in order, particularly the creation of new international reserves. However, no reforms or innovations can save the system if key nations like the United States will not—in their own self-interest—pursue non-inflationary fiscal and monetary policies at a time of high employment when prices are rising steeply, imports are being sucked in and exports are hard-pressed.

Here at home, I certainly hope that the House of Representatives will face up to its responsibilities this week and pass the bill to increase taxes and cut back on expenditures. I know of no single step that would do more to restore confidence in the dollar throughout the world than prompt approval of a tax increase.

The system we are trying to save could also be undone by misguided moves in trade policy. There is a danger today that the liberal policies of our own nation and of our trading partners could be turned around in short-sighted efforts to obtain temporary trading advantages or to benefit particular industries.

The disappointing trade figures for the first few months of this year should not obscure the fact that in the past 20 years, the United States has exported some \$80 billion more than we have bought from the rest of the world. These surpluses were one of the few bright spots in our balance of payments which, in 17 of the past 18 years, has been in deficit. This means, of course, that we have been spending more dollars overseas than we earned from trade and from other black-ink entries in our account book. The biggest outflow was for national security purposes. And, after all, that is one of the things money is for—to defend freedom, to make the world a little less dangerous, a little more hopeful.

There is no question about our ability to expand exports if we restrain inflation at home and vigorously seek markets abroad. There is, unfortunately, grave questioning around the world as to whether we will follow this course or repeat the mistakes of a dreary past and return to protectionism.

Last fall, almost before the ink was dry on the Kennedy Round of trade negotiations, a drive began in Congress to impose a grid of import quotas on Americas foreign trade.

In the face of this threat, I joined with a group of business leaders from all parts of the United States in the Emergency Committee for American Trade. We came together to protect the only trade policy that has given our country genuine protection.

The Committee now consists of more than fifty of America's leading businessmen whose companies have plants in every state of the nation. For example, in Alabama, there is International Paper; in Arkansas, Singer, Boise Cascade, McDonnell-Douglas, Continental Can and others; in Louisiana, Boeing and West Virginia Pulp and Paper; in Florida, Quaker Oats and Honeywell; in Georgia, Scott Paper; and in North Caro-

lina, IBM. Texas Instruments is a founding member. The list is a long one but it is not the number or economic significance of our membership that should bear on the issue but, rather, the soundness of our reasoning.

Like any other businessmen, the members of the Emergency Committee do not relish disagreement with some of their colleagues. Indeed, we are anything but unsympathetic to industries that face real problems in meeting foreign competition. We recognize that this is not an ideal world and that it may not be possible for the United States to follow, fully and easily, the instructions that Robert Toombs issued to William L. Yancey and the other two special commissioners to Europe. They were to say about the Confederate States that "in their traffic with foreign countries, they intend to act upon that wise maxim of political economy: 'Buy where you can buy cheapest and sell where you can sell dearest!'"

What we cannot believe, however, is that a wave of protectionism here, followed promptly by retaliation from abroad possibly touching off a trade war, can be anything but a misfortune for all Americans.

There are few Southerners who are not familiar with the earlier failures of protectionism. In 1930, tariffs on dutiable goods were raised to an average of over 50 per cent. We tried to protect our industries, other nations tried to protect theirs—and the race was on. As Secretary of State Cordell Hull commented some years later:

"Through that ill-starred action, we helped to set into motion a vicious spiral of retaliation and counter-retaliation, and to start a race for a forcible contraction of international trade on a stupendous scale. . . . Our export trade became the victim of the formidable array of economic armament created by other nations, just as the export trade of other nations became the victim of our thrust into the heights of super-protectionism."

American exports dropped to \$2 billion annually. To the South, this meant five-cent cotton and the strangling of new industry.

In 1934, Secretary Hull's reciprocal trade program permitted us to bargain with other nations to lower tariffs and prohibit quotas. His program worked and in the intervening years we have gone from \$2 billion annually in exports to more than \$80 billion.

The progressive opening of world markets has meant much to the South. Perhaps most significantly, it has assisted the agricultural revolution that has brought this sector of the Southern economy to a level of efficiency and productivity beyond even the planners' dreams of a few years ago.

Agriculture is still the single biggest business in the United States, and one of our greatest money-makers in international commerce. In 1967, American farms exported over \$6 billion of produce that gave us a surplus in agricultural trade of about \$2 billion. This means that 14 cents of every dollar earned in agriculture came from exports, and for some items the amount ran as high as 35 cents.

Department of Agriculture figures for 1966 show that the 16 states ranged under the South Atlantic, East South Central and West South Central regions exported an estimated \$2 billion of agricultural products. Tobacco led the list, followed by cotton, wheat, feed grains, soybeans, rice, fruits and poultry.

The importance of these exports and their vulnerability to retaliation by other nations if the United States adopts protectionist measures bring us back to the shadow of 1930. You'll recall that the Smoot-Hawley tariff was part of a worldwide wave of protectionism in which no fewer than 50 nations adopted embargoes, quotas, special import duties, higher tariffs and exchange controls, with disastrous effects on our exports.

In foreign trade policy, a retreat readily becomes a rout. Of course, it need not hap-

pen. Rather than retreat, we can continue to compete—and we can come out ahead.

It is no secret that American workers earn more than workers in other countries. We also know that workers in some states and some regions of America earn more than in others. Our own experience shows that well-paying farms and industries can usually compete quite well in their area of competence with products from less affluent areas.

Exports in 1967 increased dramatically over previous years in those industries that pay the highest wages in America, and benefit most from our advantages in research and development, and innovation in management, production and marketing. In that year our exports of scientific instruments rose 11 per cent, office machines and computers rose 27 per cent, aircraft and parts 40 per cent. These are, of course, the kinds of industries the South needs and is now developing. As Professors Clark and Kirwan have noted in their very thorough survey, the South has "the resources to develop one of the most intensely diversified economies in the continent."

They also describe how North Carolina organized the facility known as the Golden Triangle which drew on the specialized talents of scholars at North Carolina State University, the University of North Carolina and Duke University. When Kentucky followed with the Spindletop Research Center, supported by the University of Kentucky, it was able to pool the extensive research services of industries already in the state with those considering moving there. The results of these bold programs are being watched nation- and world-wide as are other harbingers of Southern progress such as the great space industry crescent sweeping from Houston through Huntsville to the Florida Coast.

I believe the record will show that Southerners are well aware of the opportunity to play a greater role in world trade. Governor McNair spoke for the entire region when he said recently, "We're in the world market."

One indication of this intention can be seen in the progress of Southern ports. The 2,700 miles of Southern coastline is more than half that of continental United States. A recent study, made at the University of South Carolina, showed that port improvement "could produce by 1975 an additional \$300 million per year in state tax revenues." The study was based on the assumption that there would be "no major unforeseen changes in tariffs and other barriers to international trade with major trading countries."

Other ports have made similar studies. One by the University of Virginia concluded that "one out of every eight employed persons in Virginia holds a job that is either directly or indirectly related to the activities associated with the state's ports and harbor activities." The Port of Houston has publicized the analysis that "thirty-three cents out of every dollar spent to give Houston the highest building and sales index in the South and one of the highest in the nation stems, directly or indirectly, from the Port of Houston and its allied activities."

In light of this continuing awareness on the part of so many Southern leaders of the importance of foreign trade, it is curious that many journalists and others have come to accept the notion that the South has turned to protectionism because of the new industries situated here.

While there is certainly protectionist sentiment in the South, as elsewhere, the record does not support this pessimistic thesis. A recent study by Charles Lerche of Southern votes on foreign policy issues shows that your Congressional delegations supported the Trade Expansion Act in 1962 by even wider margins than they had given the two previous extensions of the Reciprocal Trade Program, in 1958 and 1955. The figures for 1962 show 85 per cent of the delegation vot-

ing for the Trade Expansion Act. Only Mississippi produced a majority against it. In Arkansas, Kentucky, Tennessee and Virginia the support was unanimous.

Today, it is Chairman Wilbur Mills of Arkansas who is conducting the most thorough and deliberate hearings on trade policy since the Trade Expansion Act was approved six years ago.

Every American depends on imports to some extent. Even competitive imports are important to our economy and their availability serves as a brake on inflation and an accelerator to efficiency. Without competitive imports, how many fewer families could afford a transistor radio—possibly one made in the United States under a technology developed to overcome import competition?

Of all competitive imports, none has produced as much acrimony as textiles—the first important product manufactured in America. Textiles were among the first products in our nation to enjoy a protective tariff under the "infant industry" argument. Textiles have been the cause of sectional bitterness in America, first as the South resented buying back its own cotton in the form of finished goods from the North, and later as Northern states saw almost a whole industry migrate to the Carolinas and Georgia and other Southern states.

During transitional periods, individuals have suffered, particularly workers who had a lifetime invested in skills that were no longer needed. This so-called adjustment process is, in the view of the Emergency Committee for American Trade, poorly provided for in existing law. I am urging, as are fellow-members of the Committee, that the new and more clearly defined system proposed in the Administration's Trade Expansion Act of 1968 will be approved by Congress.

Welcome as the new proposals are, it must be our hope that imports will not displace workers in our great textile industry. Fortunately, since 1960, nearly 200,000 new American jobs have been created in the combined textile and apparel industries, in spite of a rapid rise in labor productivity.

By almost any standard, the textile industry in America is doing well today. It is indeed changing and change is not always easy. Last month a prominent investment house highly recommended the purchase of shares in two leading textile firms whose combined annual sales in 1967 exceeded \$2 billion. We have come a long way from the days of the infant industry.

There is, of course, no question that imports of textiles have been increasing. So have domestic sales—by six times as much in the past six years. The textile industry—more than some others—has ups and downs and those in favor of import quotas can find statistics at certain times that appear alarming. But I strongly suggest that these statistics should be viewed in perspective.

Wages, profits and production have been rising steadily in the textile industry. The latest government estimates on profits are considerably higher than those the industry predicted only a short time ago. Most important, it seems to me, is the confidence those seeking import protection have in their own industry. In 1965, '66 and '67, they were investing at an annual rate of close to \$1 billion, roughly double the 1960-61 average.

Although more than half of America's textile workers are in the South, it is interesting to note that New York still has more workers in the industry than any state but North Carolina. Important as jobs and profits are, we must also remember that every American is a consumer of textiles and import competition benefits all consumers by keeping prices down.

Today, the broad issues involved in trade policy affect many American interests. The textile quota proposals, for example, would give other countries a deadline within which

to agree to restrict shipments to the United States. This is hardly the way to negotiate any kind of agreement.

Recently, the Emergency Committee for American Trade called on business organizations in Europe to support proposals for speeding up their Kennedy Round tariff cuts to benefit American exports. We are pleased that the Europeans have now made such an offer and we strongly hope an agreement on it can be reached. We intend to continue to press business leaders abroad for fairer treatment of American goods and to urge our government officials to intensify their efforts to this end.

We regret, however, that some European countries found it necessary to include in the offer a provision that it would be withdrawn if the United States took protectionist moves or failed to carry out a portion of the Kennedy Round agreement that pledges this country to attempt to repeal the American Selling Price system.

If we resent such conditions being placed on a generous offer by other countries, we must ask ourselves how they would feel if we passed legislation telling them they must agree to give up an important part of their export business by a certain time or else. This is the stuff that retaliation and trade wars are made of.

We must remember that retaliation is not something made up by importers or the State Department to scare Americans. In just the past few years, the Belgians retaliated against our exports of plastics and other products that were reaching growing markets—and we hit the Europeans as hard as we could when they hurt our chicken exports. The proposals now before the Congress would start a spiral of retaliation that would look like the 1930's all over again.

There is no question that sustaining a liberal trade policy is difficult in the face of strong temptations to seek a solution to industrial problems by shutting off foreign competition.

But this is an issue that is being joined in open and honest discussion. If we are willing to face up to the facts, candidly and resolutely, we have an opportunity to turn back the protectionist threat—both here and abroad—and, so doing, contribute immeasurably to the economic strength of all our states.

In the pursuit of this goal, I earnestly hope that you—the Governors of the Southern States—will join with men of conscience and good will all over the country in preserving the momentum toward a freer trade which has benefited our country so greatly over the past two decades.

PRESERVATION OF CERTAIN PUBLIC WORKS

Mr. YOUNG of Ohio. Mr. President, I ask the Chair to lay before the Senate a message from the House of Representatives on S. 3710.

The PRESIDING OFFICER laid before the Senate the amendment of the House of Representatives to the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, which was, strike out all after the enacting clause, and insert:

TITLE I—RIVERS AND HARBORS

SEC. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions

recommended by the Chief of Engineers in the respective reports hereinafter designated. The provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full.

NAVIGATION

Ipswich River, Massachusetts: House Document Numbered 265, Ninetieth Congress, at an estimated cost of \$616,000;

Fall River Harbor, Massachusetts and Rhode Island: House Document Numbered 175, Ninetieth Congress, at an estimated cost of \$8,762,000;

Bristol Harbor, Rhode Island: House Document Numbered 174, Ninetieth Congress, at an estimated cost of \$873,000;

Hempstead Harbor, New York: House Document Numbered 101, Ninetieth Congress, at an estimated cost of \$703,000;

Cooper River, Charleston Harbor, South Carolina: Senate Document Numbered 88, Ninetieth Congress, at an estimated cost of \$35,381,000;

Miami Harbor, Florida: Senate Document Numbered 93, Ninetieth Congress, at an estimated cost of \$6,476,000;

Gulf Intracoastal Waterway, St. Marks to Tampa, Florida: Senate Document Numbered , Ninetieth Congress, except that not to exceed \$40,000,000 is authorized for initiation of such project;

Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana: House Document Numbered 155, Ninetieth Congress, at an estimated cost of \$8,645,000;

Red River Waterway, Louisiana, Texas, Arkansas, and Oklahoma: House Document Numbered 304, Ninetieth Congress, except that not to exceed \$50,000,000 is authorized for initiation of such project;

Mississippi River-Gulf Outlet, Michoud Canal, Louisiana: Senate Document Numbered , Ninetieth Congress, at an estimated cost of \$1,300,000;

Mississippi River Outlets, Venice, Louisiana: House Document Numbered , Ninetieth Congress, at an estimated cost of \$4,520,000;

Yazoo River, Mississippi: House Document Numbered 342, Ninetieth Congress, at an estimated cost of \$52,147,000.

Corpus Christi Ship Canal, Texas: Senate Document Numbered , Ninetieth Congress, at an estimated cost of \$19,042,000;

Mouth of the Colorado River, Texas: Senate Document Numbered , Ninetieth Congress, at an estimated cost of \$8,000,000;

Wilson Harbor, New York: House Document Numbered 112, Ninetieth Congress, at an estimated cost of \$198,000;

Cattaraugus Creek Harbor, New York: House Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,315,000;

Hamlin Beach State Park, New York: House Document Numbered , Ninetieth Congress, at an estimated cost of \$500,000;

Forestville Harbor, Michigan: House Document Numbered 183, Ninetieth Congress, at an estimated cost of \$538,000;

Tawas Bay Harbor, Michigan: House Document Numbered 189, Ninetieth Congress, at an estimated cost of \$466,000;

Detroit River, Trenton Channel, Michigan: House Document Numbered 338, Ninetieth Congress, at an estimated cost of \$31,300,000;

Snohomish River (Everett Harbor), Washington: House Document Numbered , Ninetieth Congress, at an estimated cost of \$1,108,000;

Humboldt Harbor and Bay, California: House Document Number 330, Ninetieth Congress, at an estimated cost of \$2,430,000;

Port Hueneme, California: House Document Numbered , at an estimated cost of \$1,000,000;

Ventura Marina, California: House Document Numbered , at an estimated cost of \$1,540,000;

San Diego Harbor, California: House Document Numbered , Ninetieth Congress, at an estimated cost of \$5,360,000;

Kake Harbor, Alaska: Senate Document Numbered 70, Ninetieth Congress, at an estimated cost of \$1,760,000;

King Cove Harbor, Alaska: Senate Document Numbered 13, Ninetieth Congress, at an estimated cost of \$522,000;

Sergius and Whitestone Narrows, Alaska: Senate Document Numbered 95, Ninetieth Congress, at an estimated cost of \$3,030,000;

Coasts of Hawaiian Islands, Harbors for Light Draft Vessels: House Document Numbered 353, Ninetieth Congress, at an estimated cost of \$1,256,000.

BEACH EROSION

Brevard County, Florida: House Document Numbered 352, Ninetieth Congress, at an estimated cost of \$680,000.

SEC. 102. The project for beach erosion control, Fort Pierce, Florida, authorized by the River and Harbor Act of 1965 (79 Stat. 1089, 1092) in accordance with the recommendations of the Chief of Engineers in House Document Numbered 84, Eighty-ninth Congress, is hereby modified to provide for construction of the project and periodic nourishment for ten years by the Secretary of the Army, acting through the Chief of Engineers. In addition to applicable requirements of local cooperation set forth in the aforementioned report of the Chief of Engineers, local interests shall, prior to construction, give assurances satisfactory to the Secretary of the Army that they will—

(1) contribute in cash, either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction or nourishment schedules, as determined by the Chief of Engineers, all costs of initial construction and periodic nourishment for ten years exclusive of costs assigned to the Federal Government in the aforementioned recommendations of the Chief of Engineers; and

(2) hold and save the United States free from damages due to the construction works.

SEC. 103. (a) That section 2 of the Act entitled "An Act authorizing the Secretary of War to sell and convey to the town of Marmet, West Virginia, two tracts of land to be used for municipal purposes", approved July 8, 1942 (56 Stat. 651) is hereby amended by deleting the period after the words "related municipal purposes" and inserting thereafter the phrase "including firefighting facilities and structures".

(b) The Secretary of the Army is authorized and directed to issue to the town of Marmet, West Virginia, without monetary consideration therefor, such written instruments as may be necessary to carry out the provisions of this section.

SEC. 104. (a) That notwithstanding any other provision of law, the Secretary of the Army or his designee, is authorized and directed to convey to the State of West Virginia, subject to the terms and conditions hereinafter stated, and to such other terms and conditions as the Secretary of the Army, or his designee, shall deem to be in the public interest, all right, title, and interest of the United States in and to certain real property, together with improvements thereon, located at Ohio River locks and dams numbered 16, 19, 20, and 21 in West Virginia as described in subsection (b) of this section. No property shall be conveyed under authority of this section until these locks and dams have been determined by the Secretary to be in excess to the requirements of the Department of the Army and suitable replacement facilities

are in operation under the Ohio River navigation modernization program. The Secretary may make such prior disposition of such facilities and improvements on such lands as he deems to be in the best interest of the United States.

(b) The real property authorized for conveyance by subsection (a) of this section comprise all or portions of such lands and improvements as may be determined excess of four lock and dam projects on the Ohio River in the State of West Virginia and designated as, number 16 (Willow Island Pool) in Tyler County, numbers 19 and 20 (Belleville Pool) in Wood County, and number 21 (Racine Pool) in Jackson County. The exact descriptions and acreage to be determined by the Secretary by accurate surveys, the cost of which is to be borne by the State of West Virginia.

(c) The conveyance authorized herein shall provide that said property shall be used only for public park and recreation purposes and such other uses directly related to programs of the West Virginia Department of Natural Resources, and if it ever ceases to be used for such purposes, title to said property shall immediately revert to the United States. Any deed of conveyance shall also be subject to and include the following additional terms and conditions:

(1) The State of West Virginia shall pay the United States as consideration for the conveyance 50 per centum of the current fair market value of the property as determined by the Secretary of the Army.

(2) There shall be reserved to the United States such flowage easements and rights-of-way for roads and utility lines as the Secretary determines may be required for other navigation projects.

(3) Such other restrictions, terms, and conditions as the Secretary deems necessary to protect the interests of the United States.

(d) Any moneys paid for the conveyances referred to herein shall be covered into the United States Treasury as miscellaneous receipts.

SEC. 105. (a) That the Secretary of the Army shall convey, without monetary consideration, to the city of Buffalo, New York, all right, title, and interest of the United States in and to certain real property underlying Lake Erie containing approximately 46.01 acres and more particularly described in subsection (b) of this section, on condition that such real property be used for public park and recreational development purposes and if such property shall ever cease to be used for such purposes, title thereto shall revert to the United States.

(b) The real property referred to in this section is more particularly described as follows:

(1) PARCEL E.—Beginning at the point of intersection of the south line of outer lot 39 prolonged and the shoreline of Lake Erie as established in 1846, which point bears south 68 degrees 28 minutes west, a distance of 140 feet, more or less, from United States Monument numbered 7 which monument is the southeasterly corner of the said outer lot 39;

thence southwesterly at right angles with the established harbor line 1,140 feet, more or less, to the said harbor line;

thence northwesterly along said harbor line 1,310 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and a line 330 feet northerly at right angles from and parallel with the south line of outer lot 36;

thence northeasterly at right angles with said harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846;

thence southeasterly along said shoreline of Lake Erie 1,320 feet, more or less, to the point of beginning containing 34.04 acres, more or less.

(2) PARCEL C-B.—Beginning at the point of intersection of the shoreline of Lake Erie with the northerly line of land deeded to the United States Government, October 21, 1846, said line also extending in a due east and west direction and passing through the northwest corner of outer lot 36 (United States Monument No. 2), said point of beginning being also 480 feet, more or less, west of the said northwest corner of outer lot 36;

thence southeasterly along said shoreline of Lake Erie in 1846 a distance of 470 feet, more or less, to the intersection with a line 330 feet northly at right angles from and parallel with the south line of lot 36, said line being also the north line of lands deeded to the United States Government, September 25, 1847;

thence southwesterly at right angles to established harbor line 1,115 feet, more or less, to the established harbor line;

thence northwesterly along said harbor line 465 feet, more or less, to the point of intersection of said harbor and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and the line extending in a due east and west direction and passing through the northwest corner of outer lot 36;

thence easterly at right angles to established harbor line 1,115 feet, more or less to the shoreline of Lake Erie in 1846, which is the above referenced point of beginning, containing 11.97 acres, more or less.

(c) Any deed of conveyance made pursuant to this section shall reserve to the United States, for a period not to exceed seven years, the right to use such lands for a spoil disposal area for materials dredged from the Buffalo Harbor Project including the right to place structures thereon and to perform all other actions incident to such use, together with the rights of ingress and egress thereto. Such deed shall contain such additional terms and conditions as may be determined by the Secretary of the Army to be necessary to protect the interest of the United States.

SEC. 106. (a) The Chief of Engineers, Department of the Army, under the direction of the Secretary of the Army, shall make an appraisal investigation and study, including a review of any previous relevant studies and reports, of the Atlantic, Gulf, and Pacific coasts of the United States, the coasts of Puerto Rico and the Virgin Islands, and the shorelines of the Great Lakes, including estuaries and bays thereof, for the purpose of (1) determining areas along such coasts and shorelines where significant erosion occurs; (2) identifying those areas where erosion presents a serious problem because the rate of erosion, considered in conjunction with economic, industrial, recreational, agricultural, navigational, demographic, ecological, and other relevant factors, indicates that action to halt such erosion may be justified; (3) describing generally the most suitable type of remedial action for those areas that have a serious erosion problem; (4) providing preliminary cost estimates for such remedial action; (5) recommending priorities among the serious problem areas for action to stop erosion; (6) providing State and local authorities with information and recommendations to assist the creation and implementation of State and local coast and shoreline erosion programs; (7) developing recommended guidelines for land use regulation in coastal areas taking into consideration all relevant factors; and (8) identifying coastal areas where title uncertainty exists. The Secretary of the Army shall submit to the Congress as soon as practicable, but not later than three years after the date of enactment of this Act, the results of such appraisal investigation and study, together with his recommendations. The views of concerned local, State, and Federal authorities and interests will be taken into account

in making such appraisal investigation and study.

(b) There are authorized to be appropriated such amounts, not to exceed \$1,000,000, as may be necessary to carry out the provisions of this section.

SEC. 107. That the projects for the Illinois Waterway and Grand Calumet River, Illinois and Indiana (Calumet-Sag navigation project), authorized by the River and Harbor Act of July 24, 1946, are hereby modified substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 45, Eighty-fifth Congress, insofar as such recommendations apply to existing highway bridges in Part II: Grand Calumet River and Indiana Harbor Canal, at an estimated cost of \$33,265,000.

SEC. 108. (a) Steele Bayou, in Warren, Issaquena, Sharkey, and Washington Counties, Mississippi, Washington Bayou, in Issaquena and Washington Counties, Mississippi, are hereby declared to be nonnavigable within the meaning of the laws of the United States.

(b) The project for navigation on Steele Bayou, Washington Bayou, and Lake Washington, authorized by the Rivers and Harbors Acts of July 5, 1884, August 5, 1886, and June 25, 1910, is hereby deauthorized.

SEC. 109. Section 313 of the Act approved October 27, 1965 (79 Stat. 1073), is amended by deleting the date "June 30, 1968" and substituting in lieu thereof "June 30, 1969".

SEC. 110. The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to review the requirements of local cooperation for the Ouachita and Black Rivers navigation projects, authorized by the River and Harbor Act of 1950, as amended, with particular reference to Federal and non-Federal cost sharing, and he shall report the findings of such review to Congress within one year after the date of enactment of this Act.

SEC. 111. The Secretary of the Army, acting through the Chief of Engineers, is authorized to investigate, study, and construct projects for the prevention or mitigation of shore damages attributable to Federal navigation works. The cost of installing, operating, and maintaining such projects shall be borne entirely by the United States. No such project shall be constructed without specific authorization by Congress if the estimated first cost exceeds \$1,000,000.

SEC. 112. Section 111 of the River and Harbor Act of 1966 (80 Stat. 1417) is amended by adding at the end thereof the following:

"(g) The Secretary of the Interior shall conduct a study of those areas in the vicinity of the Washington Channel in the District of Columbia suitable for public visitor parking facilities. Such study shall, among others, consider existing and future visitation, multiple and alternative areas, methods for providing such facilities, and estimated costs and revenues to be derived therefrom. Not later than one hundred and eighty days after the date funds are appropriated to carry out such study, the Secretary shall submit to the President and Congress a report thereon together with his recommendations, including necessary legislation, if any. There is authorized to be appropriated not to exceed \$100,000 to carry out this subsection."

SEC. 113. Those portions of the East and Hudson Rivers in New York County, State of New York, lying shoreward of a line within the United States Pierhead Line as it exists on the date of enactment of this Act and bounded on the north by the north side of Spring Street extended westerly and the south side of Robert F. Wagner, Senior Place extended eastwardly, are hereby declared to be nonnavigable waters of the United States within the meaning of the laws of the United States. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled. Plans for bulkheading and filling shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineer-

ing studies to determine the location and structural stability of the bulkheading and filling in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

SEC. 114. That portion of the Northern Embarcadero area, beginning at the intersection of the northwesterly line of Bryant Street with the southwesterly line of Spear Street, which intersection lies on the line of jurisdiction of the San Francisco Port Authority; following thence westerly and northerly along said line of jurisdiction as described in the State of California Harbor and Navigation Code Section 1770, as amended in 1961, to its intersection with the easterly line of Van Ness Avenue produced northerly; thence northerly along said easterly line of Van Ness Avenue produced to its intersection with the United States Government pierhead line; thence following said pierhead line easterly and southerly to its intersection with the northwesterly line of Bryant Street produced northeasterly; hence southwesterly along said northwesterly line of Bryant Street produced to the point of beginning, is hereby declared to be nonnavigable waters within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all and/or any part of the described area. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled. Plans for bulkheading and filling shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

SEC. 115. That portion of the Northwest Branch of the Patapsco River located generally south of Pratt Street, east of Light Street, north of Key Highway, in the city of Baltimore, State of Maryland, and being more particularly described as all of that portion of the Northwest Branch of the Patapsco River lying west of a series of lines beginning at the point formed by the intersection of the south side of Pratt Street, as now laid out, and the west side of Pier 3 and running thence binding on the west side of Pier 3, south 04 degrees 19 minutes 47 seconds east 726.59 feet to the southwest corner of Pier 3; thence crossing the Northwest Branch of the Patapsco River, south 23 degrees 01 minutes 15 seconds west 855.36 feet to the point formed by the intersection of the existing pierhead and bulkhead line and the east side of Battery Avenue, last said point of intersection being the end of the first line of the fourth parcel of land conveyed by J. and F. Realty, Incorporated to Allegheny Pepsi-Cola Bottling Company by deed dated December 22, 1965, and recorded among the Land Record of Baltimore City in Liber J. F. C. numbered 2006 folio 345, the location of said pierhead and bulkhead line is based upon the Corps of Engineers, Baltimore District, Baltimore, Maryland, coordinate value for station LIV of said pierhead and bulkhead line, the coordinate value as referred to the Lambert grid plane coordinate system for the State of Maryland of said station LIV being east 2,111,161.40, north 527,709.27 and thence binding on the east side of Battery Avenue, south 03 degrees 09 minutes 07 seconds east 568 feet, more or less, to intersect the north side of Key Highway as now laid out and located is hereby declared to be not a navigable stream of the United States within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all and or any part of the described area.

SEC. 116. (a) The Secretary of the Army is

authorized and directed to remove from the Potomac River and to destroy the abandoned ships, ships' hulls, and pilings, located in Mallow's Bay, between Sandy Point and Liverpool Point, Charles County, Maryland, and at Wide Water, south of Quantico, Virginia, and any other abandoned ships formerly among those in Mallow's Bay or at Wide Water which have drifted from those locations. Local interests shall contribute 50 percent of the cost of such work.

(b) There is authorized to carry out this section, not to exceed \$175,000.

SEC. 117. The Chief of Engineers, under the direction of the Secretary of the Army, is hereby authorized to maintain authorized river and harbor projects in excess of authorized project depths where such excess depths have been provided by the United States for defense purposes and whenever the Chief of Engineers determines that such waterways also serve essential needs of general commerce.

SEC. 118. (a) Section 5 of the Act entitled "An Act creating the City of Clinton Bridge Commission and authorizing said commission and its successors to acquire by purchase or condemnation and to construct, maintain, and operate a bridge or bridges across the Mississippi River at or near Clinton, Iowa, at or near Fulton, Illinois", approved December 21, 1944, as revised, amended, and reenacted, is hereby amended by inserting "(a)" immediately after "Sec. 5." and by adding at the end of such section the following new subsection:

"(b) In addition to the method of payment provided in subsection (a) of this section, the commission and its successors and assigns are hereby authorized to provide for the payment of the cost of dismantling one bridge and of constructing as a replacement therefor a new bridge (including necessary approaches and approach highways) either entirely from a construction fund created in accordance with section 6 of this Act or from both such construction fund and from bonds issued and sold in accordance with subsection (a) of this section. The cost of any bridge constructed under this subsection (together with approaches and approach highways) shall include all costs and expenses included in the case of a bridge constructed under authority of subsection (a) of this section (including its approaches and approach highways)."

(b) The first sentence of section 6 of such Act of December 21, 1944, is amended by striking out the period at the end thereof and inserting in lieu thereof a comma and the following: "and, if the Commission determines it advisable to do so, to provide a construction fund specifically to pay the cost of dismantling one bridge and constructing a new bridge to replace it as authorized by subsection (b) of section 5 of this Act."

(c) Section 6 of such Act of December 21, 1944, is further amended by adding immediately following the third sentence of such section the following new sentence: "If no bonds or notes are outstanding or if a sinking fund specifically for payment of all outstanding bonds and notes shall have been provided, the remainder of such tolls may, if the Commission determines it advisable to do so, be placed in a construction fund for use in accordance with subsection (b) of section 5 of this Act."

(d) The first sentence of subsection (a) of section 8 of such Act of December 21, 1944, is amended by inserting immediately after "solely for that purpose," the following: "and after any bridge constructed under authority of section 5(b) of this Act shall have been paid for, or sufficient funds are available in the construction fund authorized by section 6 to pay for such bridge,".

(e) The amendments made by this section shall be inapplicable insofar as they authorize the construction of a bridge or bridges unless actual construction thereof is

commenced within five years from the date of enactment of this section and such construction is completed by January 1, 1980.

SEC. 119. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following locations and subject to all applicable provisions of section 110 of the River and Harbor Act of 1950:

Back River, Maryland, from Chesapeake Bay to the city of Baltimore's waste water treatment plants.

Savannah and Tennessee Rivers, with a view to determining the advisability of providing a waterway connecting the rivers by canals and appurtenant facilities and a waterway connecting Charleston and Port Royal, South Carolina, with the lower Savannah River.

Lake Superior, with a view to determining the advisability of a waterway connecting the lake and the Mississippi River.

SEC. 120. Title I of this Act may be cited as the "River and Harbor Act of 1968".

TITLE II—FLOOD CONTROL

SEC. 201. Section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, except as otherwise provided by law. The authorization for any flood control project herein authorized by this Act requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Secretary of the Army or his designee of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

SEC. 203. The following works of improvement for the benefit of navigation and the control of destructive flood-waters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein. The necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations hereafter made for flood control so as to be ready for rapid inauguration of a construction program. The projects authorized in this title shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements. Penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

LOWER CHARLES RIVER, MASSACHUSETTS

The project for flood control on the Lower Charles River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered , Ninetieth Congress, at an estimated cost of \$18,620,000.

CONNECTICUT RIVER BASIN

The project for the Beaver Brook Dam and Reservoir, Beaver Brook, New Hampshire, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 68, Ninetieth Congress, at an estimated cost of \$1,185,000.

The project for flood protection on Park River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 43, Ninetieth Congress, at an estimated cost of \$30,300,000.

LONG ISLAND SOUND

The project for flood protection on Norwalk River, Connecticut and New York, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 51, Ninetieth Congress, at an estimated cost of \$2,700,000.

DELAWARE-ATLANTIC COASTAL AREA

The project for hurricane-flood protection and beach erosion control along the Delaware Coast from Cape Henlopen to Fenwick Island, at the Delaware-Maryland State Line, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 90, Ninetieth Congress, at an estimated cost of \$5,584,000.

RAPPAHANNOCK RIVER BASIN

The project for the Salem Church Dam and Reservoir Rappahannock River, Virginia, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 37, Ninetieth Congress, at an estimated cost of \$79,500,000.

CAPE FEAR RIVER BASIN

The project for the Randleman Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress at an estimated cost of \$19,463,000.

The project for the Howards Mill Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress, at an estimated cost of \$12,460,000.

SOUTH ATLANTIC COASTAL AREA

The project for beach erosion control and hurricane flood protection of Dade County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 335, Ninetieth Congress, at an estimated cost of \$11,805,000.

HILLSBOROUGH BAY, FLORIDA

The project for hurricane-flood control protection on Hillsborough Bay, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 313, Ninetieth Congress, at an estimated cost of \$9,909,000, except that construction of the barrier across Hillsborough Bay shall not be undertaken until the Chief of Engineers completes further detailed studies covering related water resource problems, including a comprehensive model study of the entire Tampa Bay area, and until sixty days after the date of submission of a report on such studies to the Committees on Public Works of the Senate and House of Representatives.

CENTRAL AND SOUTHERN FLORIDA

The project for Central and Southern Florida, authorized by the Flood Control Act of June 30, 1948, is further modified in accordance with the recommendations of the Chief of Engineers in Senate Document , Ninetieth Congress, at an estimated cost of \$8,072,000, and in accordance with House

Document , Ninetieth Congress, at an estimated cost of \$58,182,000.

PASCAGOULA RIVER BASIN

The project for the Tallahala Creek Dam and Reservoir, Tallahala Creek, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 143, Ninetieth Congress, to an estimated cost of \$16,360,000.

LOWER MISSISSIPPI RIVER BASIN

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 543), as amended and modified, is hereby further modified and expanded to include the following items:

(1) The project for the St. Francis River Basin, Arkansas and Missouri, authorized by the Flood Control Act approved June 15, 1936 (Public Law 74-678), as modified by subsequent Acts of Congress, including the Flood Control Act of 1965, Public Law 89-298 is hereby further modified to provide that the requirements of local cooperation for the improvements authorized in the Flood Control Act of 1965, shall conform to those requirements for local cooperation in the Saint Francis River Basin authorized in previous Acts of Congress, substantially as recommended by the Chief of Engineers in Senate Document Numbered 11, Ninetieth Congress.

(2) Improvements in the Boeuf and Tensas Rivers and Bayou Macon Basin to divert flows that would otherwise enter Lake Chicot, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 168, Ninetieth Congress, at an estimated cost of \$15,240,000, except that prior to initiation of construction of the project, local interests shall agree that no fees shall be charged for admission to Lake Chicot and to public recreation areas adjoining Lake Chicot and that user fees at such lake and areas shall be devoted to recreation purposes.

(3) Improvements in the Belle Fountain ditch and tributaries, Missouri, and Drainage District Number 17, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 339, Ninetieth Congress, at an estimated cost of \$4,638,000.

WHITE RIVER BASIN

The project for flood protection on Crooked Creek at and in the vicinity of Harrison, Arkansas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 28, Ninetieth Congress, at an estimated cost of \$2,840,000.

BRAZOS RIVER BASIN

The project for the Aquilla Dam and Reservoir, Aquilla Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 52, Ninetieth Congress, at an estimated cost of \$23,612,000.

NAVASOTA RIVER BASIN

The project for flood protection on the Navasota River, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 341, Ninetieth Congress, except that Navasota Numbered 2 Reservoir shall be constructed first and there is authorized to be appropriated not to exceed \$55,487,000 for construction of such reservoir.

CLEAR CREEK, TEXAS

The project for flood protection on Clear Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 351, Ninetieth Congress, at an estimated cost of \$12,600,000.

PECAN BAYOU, TEXAS

The project for flood protection on Pecan Bayou, Texas, is hereby authorized substan-

tially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 350, Ninetieth Congress, at an estimated cost of \$24,861,000.

GULF OF MEXICO

The project for hurricane-flood control at Texas City and vicinity, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 187, Ninetieth Congress, at an estimated cost of \$10,990,000.

UPPER MISSISSIPPI RIVER BASIN

The project for flood protection on the Mississippi River from Cassville, Wisconsin, to mile 300, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 348, Ninetieth Congress at an estimated cost of \$21,300,000.

The project for flood protection of State Road and Ebner Coulees, city of La Crosse and Shelby Township, Wisconsin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered , Ninetieth Congress at an estimated cost of \$6,849,000.

RED RIVER OF THE NORTH

The project for flood protection on the South Branch of the Wild Rice River and Felton Ditch, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 98, Ninetieth Congress, at an estimated cost of \$1,230,000.

OHIO RIVER BASIN

The project for flood protection on the Ohio River in Southwestern Jefferson County, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 340, Ninetieth Congress, at an estimated cost \$19,800,000.

The project for the Utica Dam and Reservoir and flood protection at Newark, Licking River Basin, Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 337, Ninetieth Congress, at an estimated cost of \$32,953,000.

WABASH RIVER BASIN

The project for flood control and related purposes in the Wabash River Basin, Indiana, Illinois, and Ohio is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 96, Ninetieth Congress, except that Big Walnut Reservoir is authorized in accordance with the plan for such project set forth in report of the Chief of Engineers in such Document, and not to exceed \$37,100,000 is authorized for construction of such reservoir.

MISSOURI RIVER BASIN

The project for the Bear Creek Dam and Reservoir, South Platte River, Colorado, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Ninetieth Congress, at an estimated cost of \$32,314,000.

The project for flood protection on the Big Sioux River at and in the vicinity of Sioux City, Iowa and South Dakota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 94, Ninetieth Congress, at an estimated cost of \$2,750,000. With respect to that portion of the project above Sioux City, Iowa, approved in accordance with House Document Numbered 199, Eighty-eighth Congress, in the Flood Control Act of 1965 (Public Law 89-298), there shall be mutual agreement between the States of Iowa and South Dakota on a flood control plan and a plan for mitigation of fish and wildlife losses with respect to

said portion within one year and three months following completion of the reservoir study for the upper basin of the Big Sioux River and the Rock River now underway and receipt of copies of said report by the Governors of the States of Iowa and South Dakota. If said mutual agreement is not reached within said time, approval of said flood control plan and plan for mitigation of fish and wildlife losses shall be made by a committee consisting of one representative each appointed by the Chief of Engineers, the Secretary of Interior, and the Secretary of Agriculture.

The project for flood protection and other purposes in the Papillion Creek Basin, Nebraska, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 349, Ninetieth Congress, at an estimated cost of \$26,800,000.

The project for the Davids Creek Dam and Reservoir, Nishnabotna River, Iowa, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 142, Ninetieth Congress, at an estimated cost of \$2,040,000.

The project for flood control and other purposes on the Little Blue River in the vicinity of Kansas City, Missouri, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 169, Ninetieth Congress, at an estimated cost of \$38,492,000.

The second paragraph under the heading "Missouri River Basin" of the Act entitled "An Act authorizing additional appropriations for the prosecution of comprehensive plans for certain river basins", approved December 30, 1963 (77 Stat. 840), is hereby amended to read as follows:

"The comprehensive plan for flood control and other purposes in the Missouri River Basin, authorized by the Flood Control Act of June 28, 1938, as amended and supplemented, is further modified to include such bank protection or rectification works at or below the Garrison Reservoir as in the discretion of the Chief of Engineers and the Secretary of the Army may be found necessary, at an estimated cost of \$7,040,000."

JORDAN RIVER BASIN

The project for the Little Dell Dam and Reservoir, Salt Lake City Streams, Utah, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 53, Ninetieth Congress, at an estimated cost of \$22,664,000.

SACRAMENTO RIVER BASIN

The project for flood protection on the Feather River at Chester, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 314, Ninetieth Congress, at an estimated cost of \$940,000.

SANTA ANA RIVER BASIN

The project for flood protection, and other purposes on Cucamonga Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 323, Ninetieth Congress, at an estimated cost of \$26,300,000.

SAN FRANCISCO BAY AREA

The project for flood control on Alhambra Creek California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 336, Ninetieth Congress, at an estimated cost of \$8,000,000.

MAD RIVER, CALIFORNIA

The project for flood control on the Mad River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in

House Document Numbered , Ninetieth Congress, at an estimated cost of \$38,600,000.

SWEETWATER RIVER BASIN

The project for flood control on the Sweetwater River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 148, Ninetieth Congress, at an estimated cost of \$4,900,000.

TANANA RIVER BASIN

The project for flood control in the Tanana River Basin in the vicinity of Fairbanks, Alaska, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 89, Ninetieth Congress, at an estimated cost of \$111,700,000.

IAO STREAM, HAWAII

The project for flood protection and other purposes on Iao Stream, Hawaii, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 151, Ninetieth Congress, at an estimated cost of \$1,660,000.

SEC. 204. The Secretary of the Army, acting through the Chief of Engineers, is authorized to provide such school facilities as he may deem necessary for the education of dependents of persons engaged in the construction of the Dworshak Dam and Reservoir project, Idaho, and to pay for the same from any funds available for such project. When he determines it to be in the public interest, the Secretary, acting through the Chief of Engineers, may enter into cooperative arrangements with local and Federal agencies for the operation of such Government facilities, for the expansion of local facilities at Federal expense, and for contributions by the Federal Government to cover the increased cost to local agencies of providing the educational services required by the Government.

SEC. 205. The project for flood protection at Ironton, Ohio, authorized by the Flood Control Act of August 28, 1937, is hereby modified so as to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, of aluminum closure structures at gates numbered 10, 17, and 18, located at Second and Orchard Streets, Second Street west of Storms Creek, and Second and Ellison Streets, respectively, at an estimated cost of \$58,000.

SEC. 206. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Weber River, Utah, shall expire on April 16, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

SEC. 207. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat. 305) the authorization in section 203 of such Act of projects for local protection on the Pecos River at Carlsbad, New Mexico, shall expire on May 19, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

SEC. 208. The project for flood protection on the Gila River below Painted Rock Reservoir, Arizona, authorized by the Flood Control Act of 1962 (76 Stat. 1180, 1190), substantially in accordance with the recommendations of the Chief of Engineers in Senate

Document Numbered 116, Eighty-Seventh Congress, is hereby modified to provide that local cooperation shall consist of the requirements that, prior to construction, local interests give assurances satisfactory to the Secretary of the Army that they will: (1) make a cash contribution of \$700,000, to be paid either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction schedules, as determined by the Chief of Engineers, except that the reasonable value, as determined by the Chief of Engineers, of any lands, easements, rights-of-way, and relocations, furnished by the local interests shall be deducted from the required cash contribution; (2) Hold and save the United States free from damages due to the construction works; (3) Maintain and operate all works after completion in accordance with regulations prescribed by the Secretary of the Army.

SEC. 209. (a) Whenever any State, or any agency or instrumentality of a State or local government, or any nonprofit incorporated body organized or chartered under the law of the State in which it is located, or any nonprofit association or combination of such bodies, agencies or instrumentalities, shall undertake to secure any lands or interests therein as a site for the resettlement of families, individuals, and business concerns displaced by a river and harbor improvement, flood control or other water resource project duly authorized by Congress, and when it has been determined by the Secretary of the Army that the State is unable to acquire necessary lands or interests in lands or is unable to acquire such lands or interests in lands with sufficient promptness, the Secretary, upon the request of the Governor of the State in which such site is located, and after consultation with appropriate Federal, State, interstate, regional, and local departments and agencies, is authorized, in the name of the United States and prior to the approval of title by the Attorney General, to acquire, enter upon, and take possession of such lands or interests in lands by purchase, donation, condemnation or otherwise in accordance with the laws of the United States (including the Act of February 26, 1931 (46 Stat. 1421)). All expenses of said acquisition and any award that may be made under a condemnation proceeding, including costs of examination and abstract of title, certificate of title, appraisal, advertising, and any fees incident to acquisition, shall be paid by such State or body, agency, or instrumentality. Pending such payment, the Secretary may expend from any funds hereafter appropriated for the project occasioning such acquisition such sums as may be necessary to carry out this section. To secure payment, the Secretary may require any such State or agency, body, or instrumentality to execute a proper bond in such amount as he may deem necessary before acquisition is commenced. Any sums paid to the Secretary by any such State or agency, body or instrumentality shall be deposited in the Treasury to the credit of the appropriation for such project.

(b) No acquisition shall be undertaken under the authority of this section unless the Secretary has determined, after consultation with appropriate Federal, State, and local governmental agencies that (1) the development of a site is necessary in order to alleviate hardships to displaced persons; (2) the location of the site is suitable for development in relation to present or potential sources of employment; and (3) a plan for development of the site has been approved by appropriate local governmental authorities in the area or community in which such site is located.

(c) The Secretary is further authorized and directed by proper deed, executed in the name of the United States, to convey any lands or interests in land acquired in any State under the provisions of this section, to the State, or such public or private nonprofit

body, agency, or institution in the State as the Governor may prescribe, upon such terms and conditions as may be agreed upon by the Secretary, the Governor, and the agency to which the conveyance is to be made.

SEC. 210. No entrance or admission fees shall be collected after March 31, 1970, by any officer or employee of the United States at public recreation areas located at lakes and reservoirs under the jurisdiction of the Corps of Engineers, United States Army. User fees at these lakes and reservoirs shall be collected by officers and employees of the United States only from users of highly developed facilities requiring continuous presence of personnel for maintenance and supervision of the facilities, and shall not be collected for access to or use of water areas, undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided.

SEC. 211. The Mason J. Niblack levee feature of the project for flood control in the Wabash River Basin, Illinois and Indiana, authorized by the Flood Control Act approved July 24, 1946, is hereby modified to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, and operation and maintenance by local interests, of pumping facilities to remove ponded interior drainage from the area protected by the levee, at an estimated cost of \$500,000.

SEC. 212. The Secretary of the Army, acting through the Chief of Engineers, is authorized to amend Contract Numbered DA-45-108-CIVENG-66-68, between the United States and the Montana State Highway Commission for the relocation of Montana State Highway 37 in connection with the construction of the Libby Dam project, so as to provide that the design standards for the relocation shall be those adopted by the State of Montana pursuant to the provisions of the Highway Safety Act of 1966 (80 Stat. 731).

SEC. 213. The project for flood control and improvement of the Lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534) as amended and modified, is further modified to provide pumping plants and other drainage facilities in Cairo, Illinois, and vicinity, to the extent found economically justified by the Chief of Engineers, subject to the conditions that local interests (1) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the work; (2) hold and save the United States free from damages due to the construction work; and (3) maintain and operate all works after completion.

SEC. 214. The project for the Sanders Creek Red River Basin, Texas, is hereby modified to provide for the acquisition of additional privately owned lands aggregating approximately seven hundred and fifty acres located within the boundaries of former Camp Maxey, Lamar County, Texas, for the purpose of consolidating Federal ownership of areas as may be needed for wildlife purposes in connection with the Pat Mayse Dam and Reservoir project, and to facilitate the establishment of a wildlife refuge or wildlife management area. The lands so acquired will be made available to the Secretary of the Interior or to the State of Texas in accordance with established administrative procedures pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.). The acquisition of such lands may be deferred until such time as assurances are given, satisfactory to the Chief of Engineers, that a wildlife refuge or wildlife management area will be established.

SEC. 215. (a) The Secretary of the Army, acting through the Chief of Engineers, may, when he determines it to be in the public interest, enter into agreements providing for reimbursement to States or political subdivisions thereof for work to be performed by such non-Federal public bodies at water

resources development projects authorized for construction under the Secretary of the Army and the supervision of the Chief of Engineers. Such agreements may provide for reimbursement of installation costs incurred by such entities or an equivalent reduction in the contributions they would otherwise be required to make, or in appropriate cases, for a combination thereof. The amount of Federal reimbursement, including reductions in contributions, for a single project shall not exceed \$1,000,000.

(b) Agreements entered into pursuant to this section shall (1) fully describe the work to be accomplished by the non-Federal public body, and be accompanied by an engineering plan if necessary therefor; (2) specify the manner in which such work shall be carried out; (3) provide for necessary review of design and plans, and inspection of the work by the Chief of Engineers or his designee; (4) state the basis on which the amount of reimbursement shall be determined; (5) state that such reimbursement shall be dependent upon the appropriation of funds applicable thereto or funds available therefor, and shall not take precedence over other pending projects of higher priority for improvements; and (6) specify that reimbursement or credit for non-Federal installation expenditures shall apply only to work undertaken on Federal projects after project authorization and execution of the agreement, and does not apply retroactively to past non-Federal work. Each such agreement shall expire three years after the date on which it is executed if the work to be undertaken by the non-Federal public body has not commenced before the expiration of that period. The time allowed for completion of the work will be determined by the Secretary of the Army, acting through the Chief of Engineers, and stated in the agreement.

(c) No reimbursement shall be made, and no expenditure shall be credited, pursuant to this section, unless and until the Chief of Engineers or his designee, has certified that the work for which reimbursement or credit is requested has been performed in accordance with the agreement.

(d) Reimbursement for work commenced by non-Federal public bodies no later than one year after enactment of this section, to carry out or assist in carrying out projects for beach erosion control, may be made in accordance with the provisions of section 2 of the Act of August 13, 1946, as amended (33 U.S.C. 426f). Reimbursement for such work may, as an alternative, be made in accordance with the provisions of this section, provided that agreement required herein shall have been executed prior to commencement of the work. Expenditures for projects for beach erosion control commenced by non-Federal public bodies subsequent to one year after enactment of this section may be reimbursed by the Secretary of the Army, acting through the Chief of Engineers, only in accordance with the provisions of this section.

(e) This section shall not be construed (1) as authorizing the United States to assume any responsibilities placed upon a non-Federal body by the conditions of project authorization, or (2) as committing the United States to reimburse non-Federal interests if the Federal project is not undertaken or is modified so as to make the work performed by the non-Federal public body no longer applicable.

(f) The Secretary of the Army is authorized to allot from any appropriations hereafter made for civil works, not to exceed \$10,000,000 for any one fiscal year to carry out the provisions of this section. This limitation does not include specific project authorizations providing for reimbursement.

SEC. 216. (a) The Secretary of the Army shall, without monetary consideration, extend until October 1, 1964, the rights described in this section which were reserved until July 1, 1964, to any former owner (in-

cluding his heirs, administrators, executors, successors, and assigns) of the subsurface estate of any real property acquired by the United States in connection with the construction of the Carlyle Reservoir project on the Kaskaskia River, Illinois. The reserved rights referred to in this section are more particularly described as the reservation of all oil, gas, and other minerals of like fugacious character, together with rights necessary for the purpose of exploration, development, production, and removal thereof within the Boulder Oil Field and restricted to section 2 township 2 north, range 2 west, and sections 34, 35, and 36 in township 3 north, range 2 west, Clinton County, Illinois.

(b) The Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to such persons designated by the Secretary of the Army, whose rights are authorized to be extended by subsection (a) of this section, the amount of money determined by the Secretary of the Army to represent their respective interests in royalty payments received by the United States for the authorized three-month extended period. The total payments so made shall not exceed the sum of \$6,401.16.

SEC. 217. (a) No provision of law heretofore or hereafter enacted which limits the number of persons who may be appointed as full-time civilian employees, or temporary and part-time employees, in the executive branch of the Government shall apply to employees of the Tennessee Valley Authority engaged in its power program and paid exclusively from other than appropriated funds. In applying any such provision of law to other departments and agencies in the executive branch, the number of such employees of the Tennessee Valley Authority shall not be taken into account.

(b) No provision of law that seeks to limit expenditures and net lending during the fiscal year ending on June 30, 1969, under the Budget of the United States Government, shall apply to expenditures by the Tennessee Valley Authority out of the proceeds from its power operations, from the sale of any power program assets, or from power revenue bonds, notes, or other evidences of indebtedness.

SEC. 218. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its territorial possessions, which include the localities specifically named in this section. After the regular or formal reports made on any survey authorized by this section are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to Congress, if such review is required by the national defense or by changed physical or economic conditions.

Burnett, Crystal, and Scotts Bays and vicinity, Baytown, Texas, in the interest of flood control, drainage, and related water and land resources, including specifically the problems of general subsidence of the area and flood problems created thereby.

Linville Creek, Caney Creek and Tres Palacios, Texas, in the interest of flood control and related purposes.

Oso Creek, Texas, in the interest of flood control and related purposes.

Maddaket, Smith's Point and Broad Creek, Massachusetts, in the interest of flood control, hurricane protection, navigation and related purposes.

Streams at and in the vicinity of the Spring Mountain Youth Camp, Spring Mountain

Range, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Virgin River, at and in the vicinity of Bunkerville, Mesquite, and Riverside, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Cuyahoga River from Upper Kent to Portage Trail in Cuyahoga Falls, Ohio, in the interest of flood control, pollution abatement, low flow regulation, and other allied water purposes.

Kalihi Stream, Honolulu, Oahu, Hawaii.

SEC. 219. Title II of this Act may be cited as the "Flood Control Act of 1968."

TITLE III—RIVER BASIN MONETARY AUTHORIZATIONS

SEC. 301. That, (a) in addition to previous authorizations, there is hereby authorized to be appropriated for the prosecution of the comprehensive plan of development of each river basin under the jurisdiction of the Secretary of the Army referred to in the first column below, which was basically authorized by the Act referred to by date of enactment in the second column below, an amount not to exceed that shown opposite such river basin in the third column below:

Basin	Act of Congress	Amount
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and southern Florida.....	June 30, 1948	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	June 28, 1938	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Ouachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	June 28, 1938	2,000,000

(b) The total amount authorized to be appropriated by this section shall not exceed \$466,000,000.

SEC. 302. In addition to the previous authorization, the completion of the system of flood control reservoirs on the West Branch Susquehanna River, Pennsylvania, authorized by the Flood Control Act of 1954, is hereby authorized at an estimated cost of \$3,000,000.

SEC. 303. Title III of this Act may be cited as the "River Basin Monetary Authorization Act of 1968".

Mr. YOUNG of Ohio. Mr. President, I move that the Senate disagree to the amendment of the House and request a conference with the House of Representatives on the disagreeing votes of the two Houses thereon, and that the Chair be authorized to appoint the conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. RANDOLPH, Mr. YOUNG of Ohio, Mr. MUSKIE, Mr. GRUENING, Mr. JORDAN of North Carolina, Mr. COOPER, Mr. FONG, and Mr. MURPHY conferees on the part of the Senate.

ORDER OF BUSINESS

Mr. YOUNG of Ohio. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. BYRD of West Virginia. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

APPOINTMENT OF DR. ROBERT Q. MARSTON AS DIRECTOR OF THE NATIONAL INSTITUTES OF HEALTH

Mr. HILL. Mr. President, Dr. James A. Shannon, after many years of service as Director of the National Institutes of Health, will retire on September 1, and Secretary Cohen of the Department of Health, Education, and Welfare has selected for the position Dr. Robert Q. Marston.

Dr. Marston has a fine record of service in the health field. Secretary Cohen says of him:

He has been a brilliant student, an able physician, a Rhodes scholar, a Dean of a medical school, and a vigorous and dynamic leader in the medical field.

Dr. Marston's appointment would indeed seem to be an excellent one.

I ask unanimous consent to have printed at this point in the RECORD a letter from Secretary Cohen to the President advising him of the appointment of Dr. Marston, a letter from the President in reply to Secretary Cohen's letter to him, and a brief sketch of Dr. Marston, his educational qualifications, his military service, and the academic positions which he has held, all of which confirm the wisdom of his appointment.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

THE SECRETARY OF HEALTH,
EDUCATION, AND WELFARE,
Washington, D.C., July 17, 1968.

The PRESIDENT,
The White House.

DEAR MR. PRESIDENT: In accordance with our discussion yesterday, I have reviewed with Dr. Marston the problems and challenges which the National Institutes of Health faces during the period ahead.

I have told Dr. Marston that it was our desire that he become the Director of the National Institutes of Health as Dr. Shannon's successor. This conclusion is the result of an extensive search throughout the field for a medical-scientific administrator as a worthy successor to Dr. Shannon.

Dr. Marston has demonstrated outstanding ability in innovative leadership as the first Director of the Regional Medical Program and Associate Director of NIH, and presently as the Administrator of the Health Services and Mental Health Administration. He has been a brilliant student, an able physician, a Rhodes Scholar, the Dean of a Medical School, and a vigorous and dynamic leader in the medical field.

I have told Dr. Marston that the Director of the NIH will be faced with tremendous challenges in directing the medical and scientific programs which have increased so dramatically under your leadership. They must be carried on by a person with deep understanding of their potential, and with ability to bring out the best talents of others.

I believe that Dr. Marston possesses all these qualities. I am glad that you share my view about Dr. Marston. He will make a great Director of NIH.

I am happy to inform you that Dr. Marston accepts this challenge and this opportunity.

Sincerely,

WILBUR J. COHEN,
Secretary.

JULY 17, 1968.

HON. WILBUR J. COHEN,
Secretary of Health, Education, and Welfare,
Washington, D.C.

DEAR WILBUR: As you know so well, I am deeply interested in the future of the Na-

DIGEST of Congressional Proceedings

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C. 20250
OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(FOR INFORMATION ONLY;
NOT TO BE QUOTED OR CITED)

Issued July 22, 1968
For actions of July 19 and 20, 1968
90th-2nd; Nos. 125 & 126

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HIGHLIGHT: Senate passed farm bill.

HOUSE - July 19, 1968

1. FLOOD CONTROL. Conferees were appointed on S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control. Senate conferees have been appointed. p. H7041
2. APPROPRIATIONS. The Appropriations Committee reported H. R. 18785, the Defense Department appropriation bill, 1969 (H. Rept. 1754). p. H7116

3. HOUSING. The conferees agreed to file a conference report on the differences between the Senate- and House-passed versions of S. 3497, the housing bill. p. D711
4. EXPENDITURES. Rep. Mahon stated "I do not now see that we are going to achieve the \$6 billion cut in expenditures in the individual bills" and that the President will have to "take whatever additional measures that are necessary." p. H7040
5. POSTAL SERVICE. Rep. Dorn stated that he was "shocked" at the recent decree by the Post Office Dept. to the effect that mail service would be curtailed and small post offices serving rural communities would be closed. p. H7041
6. COMMUNITY DEVELOPMENT. Rep. Goodell spoke in support of the "comprehensive community self-help program which can stem from the passage of the Community Self-Determination Act." p. H7106
7. LEGISLATIVE PROGRAM. Rep. Albert announced the program for Mon. and the balance of the week as follows: Higher Education Amendments, food stamp bill, farm bill, military construction bill, District of Columbia and Defense Dept. appropriation bills, supergrade bill, endangered species of wildlife and fishermen's protective bills. pp. H7099-7100
8. ADJOURNED until Mon., July 22. p. H7115

SENATE -- July 19, 1968

9. PERSONNEL. The Post Office and Civil Service Committee reported with amendments H.R. 13844, to grant time off for employees to arrange funerals of their children lost in hostile military action (S. Rept. 1443). p. S8946
10. WILDLIFE. Passed as reported H. R. 25, to authorize the Secretary of the Interior in cooperation with the States to preserve, protect, develop, restore, and make accessible estuarine areas of the Nation which are valuable for sport and commercial fishing, wildlife conservation, recreation, and scenic beauty. pp. S8956-7
11. FPC. Concurred in House amendments of a technical and clarifying nature to S. 2445, to amend part I of the Federal Power Act to clarify the manner in which the licensing authority of the Commission and the right of the U. S. to take over a project or projects upon or after the expiration of any license shall be exercised (p. S8951). This bill will now be sent to the President.
12. LANDS. Passed without amendment S. 3687, to direct the Secretary of Agriculture to release on behalf of the U. S. a condition in a deed conveying certain lands to the State of Ohio. p. S8950
13. FARM PROGRAM. Continued debate on S. 3590, the farm bill (pp. S9008-41). Agreed to committee amendments en bloc to be considered as original text for the purpose of amendment (p. S9009). Rejected, 40-40, an Aiken amendment to provide for a

change Commission and the Comptroller of the Currency.

An exceptionally personable individual, Lee combines good judgment with singular technical ability. We will all miss him, but wish him success in his new venture.

POSTAL SERVICE

(Mr. DORN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DORN. Mr. Speaker, I was shocked at the recent decree by the Post Office Department to the effect that mail service would be curtailed and small post offices serving rural communities would be closed.

This fantastic and bland announcement comes so soon after postal rate increases that it leaves the American people bewildered and dismayed. We are experiencing difficulty already in prompt mail delivery throughout the country. Add to that the discharge of thousands of employees and chaos in mail service could result. Postal employees are experiencing crowded conditions, impossible schedules, and shortages of personnel in many areas. This is no time to cut personnel and close post offices.

Mr. Speaker, the Post Office Department needs all of its present personnel and even additional personnel to handle the ever-increasing volume of mail.

When we are wrestling with the grave problems of the ghetto and urbanization, it is incredible that the Post Office Department would close post offices in rural communities and small towns. The Agriculture Department is conducting a campaign to encourage rural people to remain on the land and here we have the Post Office taking the opposite course.

The Post Office Department has the money to operate at the present level. It is not a question of financing. Mr. Speaker, this looks like an effort to blackmail and intimidate the Congress.

CORRECTION OF THE RECORD

Mr. WOLFF. Mr. Speaker, yesterday the House passed an amendment in the foreign aid bill to negotiate an agreement with the country of Israel to provide for the sale of 50 Phantom F-4 jets.

An incorrect amendment was printed in the RECORD.

Mr. Speaker, I ask unanimous consent that the RECORD be changed accordingly.

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

IN SUPPORT OF THE POLICE IN THE DISTRICT OF COLUMBIA

(Mr. WHITENER asked and was given permission to address the House for 1 minute, and to revise and extend his remarks.)

Mr. WHITENER. Mr. Speaker, I listened with great interest to the remarks of the gentleman from Oregon with reference to the Police Department here in the District of Columbia.

I believe it is only proper to say, as one who has had rather direct contact with that Department over a period of years, that I believe there is entirely too much loose talk about and criticism of the Police Department here in the Nation's Capital.

Mr. Speaker, we are fortunate that we have a recognized and outstanding corps of police officers serving the people in the Nation's Capital. I would like to hear someone some time express some grief over the needless killing of many courageous young men who wear the blue uniform, and make it safe for the general public—including Members of the Congress—to live and work in this community. Too often do we hear them lament the certain things which are not put into proper focus.

Mr. Speaker, I commend the Chief of Police, John Layton, and the men of his Department for the continuing good work that they are doing. I hope that others who feel the same way will speak out in their behalf. We are fortunate to have our dedicated Metropolitan Police officers serving us so well.

APPOINTMENT OF CONFEREES ON S. 3710, AUTHORIZING PUBLIC WORKS ON RIVERS AND HARBORS FOR NAVIGATION AND FLOOD CONTROL

Mr. FALLON. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, with amendments of the House thereto, insist on the House amendments, and agree to the conference asked by the Senate.

The SPEAKER. Is there objection to the request of the gentleman from Maryland?

Mr. HALL. Mr. Speaker, reserving the right to object, is this request to go to conference and disagree with the Senate version?

The SPEAKER. It is to insist upon the position of the House.

Mr. HALL. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER. Is there objection to the request of the gentleman from Maryland? The Chair hears none, and appoints the following conferees: Messrs. BLATNIK, JONES of Alabama, WRIGHT, EDMONDSON, JOHNSON of California, CRAMER, HARSHA, and DON H. CLAUSEN.

STATE FIREARMS CONTROL ASSISTANCE ACT OF 1968

Mr. CELLER. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 17735) to amend title 18, United States Code, to provide for better control of the interstate traffic in firearms.

The motion was agreed to.

IN THE COMMITTEE OF THE WHOLE

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the further

consideration of the bill H.R. 17735, with Mr. ROONEY of New York in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. When the Committee rose on Wednesday, July 17, 1968, the Clerk had read through the first section ending on line 4, page 1 of the bill.

If there are no amendments to this section, the Clerk will read.

Mr. CELLER. Mr. Chairman, I ask unanimous consent that further reading of the bill be dispensed with, that the bill be considered as read and open to amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from New York?

Mr. DINGELL. Mr. Chairman, reserving the right to object, I would like to direct a question to my dear friend, the gentleman from New York.

Is it his purpose at some time later in the day to limit debate on this bill?

Mr. CELLER. I have no present intention of limiting debate today.

Mr. DINGELL. I am much troubled by the prospect that we might find ourselves in the position that we have at times found ourselves in when we have limited debate and where in the consideration of amendments the authors who offer them in good faith, because of the limitation of time, have not even been able to discuss their amendments and explain the purposes thereof.

I hope the gentleman from New York will protect the membership of this body from that kind of situation happening again.

Mr. CELLER. I assure the gentleman that I will try to protect the rights of Members in speaking on their amendments in every reasonable way that I can.

Mr. GROSS. Mr. Chairman, further reserving the right to object, I would suggest to the gentleman from New York [Mr. CELLER] at least to start on the amending process and limit his request to the individual sections of the bill.

Mr. CELLER. I would inform the gentleman that section 2 is practically the entire bill.

Mr. GROSS. Mr. Chairman, I withdraw my reservation of objection.

The CHAIRMAN. Is there objection to the request of the gentleman from New York [Mr. CELLER]?

There was no objection.

The remainder of the bill is as follows:

FINDINGS AND DECLARATION

SEC. 2. (a) The Congress hereby finds and declares—

(1) that there is a widespread traffic in firearms moving in or otherwise affecting interstate or foreign commerce, and that the existing Federal controls over such traffic do not adequately enable the States to control this traffic within their own borders through the exercise of their police powers;

(2) that the ease with which any person can acquire firearms (including criminals, juveniles without the knowledge or consent of their parents or guardians, narcotics addicts, mental defectives, armed groups who would supplant the functions of duly constituted public authorities, and others whose possession of such weapons is similarly contrary to the public interest) is a significant factor in the prevalence of lawlessness and violent crime in the United States;

(3) that only through adequate Federal control over interstate and foreign commerce

in these weapons, and over all persons engaging in the business of importing, manufacturing, or dealing in them, can this grave problem be properly dealt with, and effective State and local regulation of this traffic be made possible;

(4) that the acquisition on a mail-order basis of firearm by nonlicensed individuals, from a place other than their State of residence, has materially tended to thwart the effectiveness of State laws and regulations, and local ordinances;

(5) that the sale or other disposition of firearms by importers, manufacturers, and dealers holding Federal licenses, to nonresidents of the State in which the licensee's place of business are located, has tended to make ineffective the laws, regulations, and ordinances in the several States and local jurisdictions regarding such firearms;

(6) that there is a causal relationship between the easy availability of firearms and juvenile and youthful criminal behavior, and that firearms have been widely sold by federally licensed importers and dealers to emotionally immature, or thrill-bent juveniles and minors prone to criminal behavior;

(7) that the United States has become the dumping ground of the castoff surplus military weapons of other nations, and that such weapons, and the large volume of relatively inexpensive firearms (largely worthless for sporting purposes), imported into the United States in recent years, has contributed greatly to lawlessness and to the Nation's law enforcement problems;

(8) that the lack of adequate Federal control over interstate and foreign commerce in highly destructive weapons (such as bazookas, mortars, antitank guns, and so forth, and destructive devices such as explosive or incendiary grenades, bombs, missiles, and so forth) has allowed such weapons and devices to fall into the hands of lawless persons, including armed groups who would supplant lawful authority, thus creating a problem of national concern;

(9) that the existing licensing system under the Federal Firearms Act does not provide adequate license fees or proper standards for the granting or denial of licenses, and that this had led to licenses being issued to persons not reasonably entitled thereto, thus distorting the purposes of the licensing system.

(b) The Congress further hereby declares that the purpose of this title is to cope with the conditions referred to in the foregoing subsection, and that it is not the purpose of this title to place any undue or unnecessary Federal restrictions or burdens on law abiding citizens with respect to the acquisition, possession, or use of firearms appropriate to the purpose of hunting, trap shooting, target shooting, personal protection, or any other lawful activity, and that this title is not intended to discourage or eliminate the private ownership or use of firearms by law abiding citizens for lawful purposes, or provide for the imposition by Federal regulations of any procedures or requirements other than those reasonably necessary to implement and effectuate the provisions of this title.

SEC. 3. Title 18, United States Code, is amended by inserting after section 917 thereof chapter 44 to read as follows:

"CHAPTER 44.—FIREARMS

"Sec.

"921. Definitions.

"922. Unlawful acts.

"923. Licensing.

"924. Penalties.

"925. Exceptions: Relief from disabilities.

"926. Rules and regulations.

"927. Effect on State law.

"928. Separability clause.

"§ 921. Definitions

"(a) As used in this chapter—

"(1) The term 'person' and the term 'whoever' includes any individual, corporation,

company, association, firm, partnership, society, or joint stock company.

"(2) The term 'interstate or foreign commerce' includes commerce between any State or possession (not including the Canal Zone) and any place outside thereof; or between points within the same State or possession (not including the Canal Zone), but through any place outside thereof; or within any possession or the District of Columbia. The term 'State' shall include the Commonwealth of Puerto Rico, the Virgin Islands, and the District of Columbia.

"(3) The term 'firearm' means any weapon (including a starter gun) which will or is designed to or may readily be converted to expel a projectile by the action of an explosive; the frame or receiver or any such weapon; or any firearm muffler or firearm silencer; or any destructive device.

"(4) The term 'destructive device' means any explosive, incendiary, or poison gas bomb, grenade, mine, rocket, missile, or similar device; and includes any type of weapon which will or is designed to or may readily be converted to expel a projectile by the action of any explosive and having any barrel with a bore of one-half inch or more in diameter.

"(5) The term 'shotgun' means a weapon designed or redesigned, made or remade, and intended to be fired from the shoulder and designed or redesigned and made or remade to use the energy of the explosive in a fixed shotgun shell to fire through a smooth bore either a number of ball shot or a single projectile for each single pull of the trigger.

"(6) The term 'short-barreled shotgun' means a shotgun having one or more barrels less than eighteen inches in length and any weapon made from a shotgun (whether by alteration, modification, or otherwise) if such weapon as modified has an overall length of less than twenty-six inches.

"(7) The term 'rifle' means a weapon designed or redesigned, made or remade, and intended to be fired from the shoulder and designed or redesigned and made or remade to use the energy of the explosive in a fixed metallic cartridge to fire only a single projectile through a rifled bore for each single pull of the trigger.

"(8) The term 'short-barreled rifle' means a rifle having one or more barrels less than sixteen inches in length and any weapon made from a rifle (whether by alteration, modification, or otherwise) if such weapon, as modified, has an overall length of less than twenty-six inches.

"(9) The term 'importer' means any person engaged in the business of importing or bringing firearms or ammunition into the United States for purposes of sale or distribution; and the term 'licensed importer' means any such person licensed under the provisions of this chapter.

"(10) The term 'manufacturer' means any person engaged in the manufacture of firearms or ammunition for purposes of sale or distribution; and the term 'licensed manufacturer' means any such person licensed under the provisions of this chapter.

"(11) The term 'dealer' means (A) any person engaged in the business of selling firearms or ammunition at wholesale or retail, (B) any person engaged in the business of repairing such firearms or of making or fitting special barrels, stocks, or trigger mechanisms to firearms, or (C) any person who is a pawnbroker. The term 'licensed dealer' means any dealer who is licensed under the provisions of this chapter.

"(12) The term 'pawnbroker' means any person whose business or occupation includes the taking or receiving, by way of pledge or pawn, of any firearm or ammunition as security for the payment or repayment of money.

"(13) The term 'indictment' includes an indictment or an information in any court under which a crime punishable by imprison-

ment for a term exceeding one year may be prosecuted.

"(14) The term 'fugitive from justice' means any person who has fled from any State or possession to avoid prosecution for a crime or to avoid giving testimony in any criminal proceeding.

"(15) The term 'antique firearm' means any firearm not designed or redesigned for using rim fire or conventional center fire ignition with fixed ammunition and manufactured in or before 1898 (including any matchlock, flintlock, percussion cap, or similar early type of ignition system or replica thereof, whether actually manufactured before or after the year 1898) and also any firearm using fixed ammunition manufactured in or before 1898, for which ammunition is no longer manufactured in the United States and is not readily available in the ordinary channels of commercial trade.

"(16) The term 'ammunition' means ammunition or cartridge cases, primers, bullets, or propellant powder designed for use in any firearm.

"(17) The term 'Secretary' or 'Secretary of the Treasury' means the Secretary of the Treasury or his delegate.

"(b) As used in this chapter—

"(1) The term 'firearm' shall not include an antique firearm.

"(2) The term 'destructive device' shall not include—

"(A) a device which is neither designed nor redesigned nor used nor intended for use as a weapon; or

"(B) any device, although originally designed as a weapon, which is redesigned so that it may be used solely as a signaling, linethrowing, safety, or similar device; or

"(C) any shotgun other than a short-barreled shotgun; or

"(D) any nonautomatic rifle (other than a short-barreled rifle) generally recognized or particularly suitable for use for the hunting of big game; or

"(E) surplus obsolete ordnance sold, loaned, or given by the Secretary of the Army pursuant to the provisions of section 4684(2), 4685, or 4686 of title 10, United States Code; or

"(F) any other device which the Secretary finds is not likely to be used as a weapon.

"(3) The term 'crime punishable by imprisonment for a term exceeding one year' shall not include any Federal or State offenses pertaining to antitrust violations, unfair trade practices, restraints of trade, or other similar offenses relating to the regulation of business practices as the Secretary may by regulation designate.

"§ 922. Unlawful acts

"(a) It shall be unlawful—

"(1) for any person, except a licensed importer, licensed manufacturer, or licensed dealer, to engage in the business of importing, manufacturing, or dealing in firearms, or ammunition, or in the course of such business to ship, transport, or receive any firearm or ammunition in interstate or foreign commerce.

"(2) for any importer, manufacturer, or dealer licensed under the provisions of this chapter to ship or transport in interstate or foreign commerce, any firearm or ammunition to any person other than a licensed importer, licensed manufacturer, or licensed dealer, except that—

"(A) this paragraph shall not be held to preclude a licensed importer, licensed manufacturer, or licensed dealer from returning a firearm or replacement firearm of the same kind and type to a person from whom it was received;

"(B) this paragraph shall not be held to preclude a licensed importer, licensed manufacturer, or licensed dealer from depositing a firearm for conveyance in the mails to any officer, employee, agent, or watchman who, pursuant to the provisions of section 1715 of title 18 of the United States Code, is eligi-

relations with the U. S., for the period beginning with the import quota year following severance of the relations and continuing through 2 import quota years after relations are resumed (p. H7627). This bill will now be sent to the President.

5. DAIRY. Conferees were appointed on S. 3638, to extend for 3 years the authority of the Secretary of Agriculture to make indemnity payments to dairy farmers for milk required to be withheld from commercial markets because it contains residues of chemicals registered and approved for use by the Federal Government (p. H7627). Senate conferees have been appointed. The "Daily Digest" states that conferees have agreed to file a report (p. D748).
6. HOUSING. Agreed, 227-135, to the conference report on S. 3497, the housing bill (pp. H7657-67, H7685). For provisions see Digest 130. This bill will now be sent to the President.
7. ROADS. Agreed to the conference report on S. 3418, the road authorization bill (pp. H7768-77). Rejected, 166-167, a motion by Rep. Stratton to recommit the conference report (pp. H7676-77).
8. BUILDINGS. Agreed to the conference report on S. 222, to insure that public buildings financed with Federal funds are so designed and constructed as to be accessible to the physically handicapped. The conferees agreed that "the basic import of this legislation shall be confined to publicly owned buildings including public housing, or buildings accessible to the public." pp. H7680-81
9. RECREATION. A subcommittee of the Interior and Insular Affairs Committee approved for full committee action H. R. 15245 and S. 444, to establish the Flaming Gorge National Recreation Area in Utah and Wyo. p. D748
10. GRAIN INSPECTION; FLOOD CONTROL. Conferees agreed to file reports on H. R. 15794, to provide for U. S. standards and a national inspection system for grain, and S. 3710, omnibus rivers and harbors flood control bill. p. D748
11. FOREIGN AID. Rep. Michel criticized the "follies" of our foreign aid program and asked, "How many ungrateful foreign countries are our taxpayers going to be asked to support while our cities crumble?" pp. H7629-30
12. FEDERAL AID; REORGANIZATION. Rep. Roth spoke in support of two bills, to issue and maintain an up-to-date catalog on Federal assistance programs, and the proposed Executive Reorganization and Management Improvement Act. pp. H7685-6
13. FARM PROGRAM. Rep. Olsen stated "the basic principles in the 1965 farm act are tried and tested...and have worked well." He urged a 4-year extension of the program. p. H7692

14. LEGISLATIVE PROGRAM. Rep. Albert announced the following program for the week of July 29, Military construction appropriations, food stamp bill, FHA loans bill, and bill to prevent importation of endangered wildlife. p. H7687

15. ADJOURNED until Mon., July 29. p. H7706

SENATE -- July 26

16. OCEANOGRAPHY. The Commerce Committee reported without amendment S. Con. Res. 72, to express the sense of the Congress with respect to an International Decade of Ocean Exploration during the 1970's (S. Rept. 1476). p. S9442

17. EMPLOYMENT. The Armed Forces Committee reported with amendment H. R. 1093, to amend and clarify the reemployment provisions of the Universal Military Training and Service Act (S. Rept. 1477). p. S9442

18. FOREIGN AID. The Foreign Relations Committee reported with amendment H. R. 15263, the foreign aid authorization bill (S. Rept. 1479). p. S9442

19. POSTAL SERVICE. Passed, 47-8, as reported H. R. 15387, to amend title 39, United States Code, to provide for disciplinary action against employees in the postal field service who assault other employees in such service in the performance of official duties (pp. S9506-11, S9519-20, S9522-45). Agreed, 46-17, to a committee amendment exempting certain postal employees from personnel limitations of the Revenue and Expenditure Act (p. S9537). Rejected, 22-34, the Miller amendment providing that personnel limitations in the Revenue and Expenditure Control Act shall be retained except for those exempted by committee amendment adopted above (pp. S9541-3).

20. POULTRY. Began consideration of S. 2932, the poultry inspection bill. pp. S9545-51

21. CONSERVATION. Sen. Yarborough inserted an editorial supporting his bill to create a Big Thicket National Park in Tex. p. S9449

22. LEGISLATIVE PROGRAM. Sen. Mansfield announced the following program: following disposition of the postal personnel limitations bill, the Senate will take up the State, Justice, and Commerce appropriation bill on Mon., following that, the foreign aid authorization bill. During the week it will dispose of the HEW and Labor appropriations bill and D. C. appropriation bill. pp. S9483-4

SENATE -- July 27

23. POULTRY INSPECTION. Continued debate on S. 2932, the poultry inspection bill. pp. S9590-609, S9622-6

24. HEALTH. Passed with amendments H. R. 15758, the proposed Health Service Amendments of 1968, including continuation of grants for health services to migratory workers through the fiscal year 1971 and increasing gradually the authorization

H. Res. 1166, to print eulogy proceedings on former Speaker Joseph W. Martin, Jr. (H. Rept. 1806);

H. Res. 1183, to print committee proceedings honoring the start of the 40th year in Congress of Hon. Wright Patman, amended (H. Rept. 1807);

H. Res. 1189, to print publication entitled "Conduct of Espionage Within the United States by Agents of Foreign Communist Governments" (H. Rept. 1808);

H. Res. 1190, to print additional copies of H. Rept. 1351, 90th Congress, second session (H. Rept. 1809);

H. Res. 1195, to print the dedication ceremony of the portrait of the Honorable L. Mendel Rivers, chairman, Committee on Armed Services, amended (H. Rept. 1810);

S. Con. Res. 168, to print additional hearings on amendments to the Federal Firearms Act (H. Rept. 1811);

S. Con. Res. 77, to authorize printing of hearings on "Status and Future of Small Business" (H. Rept. 1812);

H.R. 16771, to designate certain lands in the Great Swamp National Wildlife Refuge, N.J., amended (H. Rept. 1813);

H.R. 16092, regarding maximum rates of interest or dividends, amended (H. Rept. 1814); and

H.R. 6909, regarding duty on parts of stethoscopes, amended (H. Rept. 1815).

Pages H 7706-H 7707

Cotton: Agreed to Senate amendment to H.R. 10915, regarding extra-long-staple cotton quota reduction, thus clearing the bill for the White House.

Page H 7627

Dairy Farmers: The House insisted on its amendments to S. 3638, to provide indemnity payments to dairy farmers; agreed to a conference with the Senate; and appointed as conferees Representatives Poage, Gathings, McMillan, Belcher, and Teague of California.

Page H 7627

Printing Resolutions: The following printing resolutions were called up, considered, and adopted by voice votes: H. Con. Res. 213, H. Con. Res. 781, H. Con. Res. 784, amended, H. Res. 1088, amended, H. Res. 1161, H. Res. 1166, H. Res. 1183, amended, H. Res. 1189, H. Res. 1190, H. Res. 1195, amended, S. Con. Res. 68, and S. Con. Res. 77 (for titles see Bills Reported in this issue of the DIGEST).

Pages H 7627-H 7629

Public Works Appropriations: Adopted by a voice vote the conference report on H.R. 17903, the public works for water and power resources development and Atomic Energy Commission appropriation bill, and sent the legislation to the Senate.

The House receded and concurred in Senate amendment No. 3.

Pages H 7630-H 7633

Continuing Appropriations: By a voice vote passed H.J. Res. 1420, making continuing appropriations for the fiscal year 1969.

Pages H 7633-H 7636

Agriculture Appropriations: The House adopted by a voice vote the conference report on H.R. 16913, the appropriations for the Department of Agriculture and related agencies, 1969, and sent the legislation to the Senate.

The House receded and concurred in Senate amendment No. 13; and receded and concurred with amendments in Senate amendments Nos. 14, 19, 24, 25, and 40.

Pages H 7636-H 7643

Rule: Adopted H. Res. 1273, providing for the waiving of points of order against the bill (H.R. 18707) making appropriations for the Department of Defense.

Pages H 7643-H 7649

D.C. Appropriation: By a voice vote the House passed H.R. 18706, the District of Columbia Appropriation Act.

Pages H 7649-H 7657

Housing: Adopted, by a record vote of 226 yeas to 135 nays, the conference report on S. 3497, the Housing and Urban Development Act of 1968, thus clearing the legislation for Presidential action.

Pages H 7657-H 7667

Governor of Virgin Islands: Agreed to Senate amendment to a House amendment to S. 450, to provide for the popular election of the Governor of the Virgin Islands, thus clearing the legislation for the White House.

Pages H 7667-H 7668

Federal-Aid Highway Act: By a voice vote the House adopted the conference report on S. 3418, the Federal-Aid Highway Act, and sent the legislation to the Senate.

By a record vote of 166 yeas to 167 nays rejected a motion to recommit the bill to committee of conference.

Pages H 7668-H 7677

Maritime Authorization: Adopted the conference report on H.R. 15189, the maritime authorization, thus clearing the bill for the White House.

Pages H 7677-H 7678

Gas Pipeline Safety Act: Adopted the conference report on S. 1166, the Natural Gas Pipeline Safety Act, and sent the legislation to the Senate.

Pages H 7678-H 7680

Federal Buildings—Handicapped: Adopted the conference report on S. 222, to insure that public buildings financed with Federal funds are so designed and constructed as to be accessible to the physically handicapped, and sent the legislation to the Senate.

Pages H 7680-H 7681

Rules: Adopted H. Res. 1250, providing for consideration of H.R. 12843, regarding National Eye Institute; and H. Res. 1262, providing for the consideration of H.R. 15757, to amend the Public Health Service Act.

Pages H 7681-H 7683

Calendar Wednesday: Dispensed with Calendar Wednesday business of July 31.

Pages H 7687-H 7688

Referral: One Senate-passed measure was referred to the appropriate committee.

Page H 7706

Legislative Program: The majority leader announced the legislative program for the week of July 29–August 3. Agreed to adjournment from Friday to Monday.

Page H 7687

Quorum Calls—Record Votes: Two quorum calls and two record votes developed during the proceedings of the House and appear on pages H7658, H7666–H7667, H7676–H7677, and H7683.

Program for Monday: Adjourned at 8:03 p.m. until Monday, July 29, 1968, at 12 o'clock noon, when the House will consider the following bills:

H.R. 18785, the military construction appropriations bill;

H.R. 18249, to amend the Food Stamp Act of 1964 (open rule, 1 hour of debate); and

H.R. 17126, the extension of Food and Agriculture Act (open rule, 2 hours of debate).

Committee Meetings

NATIONAL PARKS

Committee on Interior and Insular Affairs. Subcommittee on National Parks and Recreation referred to the full committee for appropriate disposition H.R. 14413 and H.R. 14414, bills regarding Chickamauga and Chattanooga National Military Park, Ga.; and H.R. 15245 and S. 444, to establish the Flaming Gorge National Recreation Area in the States of Utah and Wyoming.

Heard testimony from Representative Harrison and Departmental witnesses on H.R. 15245, and heard testimony on H.R. 8970, to establish the North Cascades National Park and the Ross Lake National Recreation Area, to designate the Pasayten Wilderness and to modify the Glacier Peak Wilderness, in the State of Washington, from Stewart L. Udall, the Secretary of the Interior, and other departmental witnesses.

Joint Committee Meetings

RIVERS AND HARBORS—FLOOD CONTROL

Conferees, in executive session, agreed to file a conference report on the differences between the Senate- and House-passed versions of S. 3710, omnibus rivers and harbors flood control. As agreed upon by the conferees the bill would authorize \$1,706,994,000.

GRAIN STANDARDS

Conferees, in executive session, agreed to file a conference report on the differences between the Senate- and House-passed versions of H.R. 15794, to amend the laws relating to the inspection and grading of grain.

LAND CONVEYANCE

Conferees, in executive session, agreed to file a conference report on the differences between the Senate- and

House-passed versions of H.R. 10864, a private bill relating to a land conveyance in Arkansas.

MILK INDEMNITIES

Conferees, in executive session, agreed to file a conference report on the differences between the Senate- and House-passed versions of S. 3638, extending authority for indemnity payments to dairy farmers who are directed to remove their milk from markets because it contains certain chemical residues.

CENTRAL ARIZONA PROJECT

Conferees continued, in executive session, to resolve the differences between the Senate- and House-passed versions of S. 1004, authorizing construction and operation of the central Arizona project, Arizona and New Mexico, but did not reach final agreement, and will meet again on Tuesday, July 30.

BILLS SIGNED BY THE PRESIDENT

New Laws

(For last listing of public laws, see DIGEST, p. D743,

July 25, 1968)

H.R. 17354, fiscal 1969 appropriations for the Department of the Interior, and related agencies. Signed July 26, 1968 (P.L. 90-425).

H.R. 15562, extending the act which authorizes loans by the Secretary of Agriculture on leasehold interests in Hawaii. Signed July 26, 1968 (P.L. 90-426).

COMMITTEE MEETINGS FOR SATURDAY, JULY 27

(All meetings are open unless otherwise designated)

Senate

Committee on Appropriations, subcommittee, to continue hearings on fiscal 1969 budget estimates for the D.C., to hear Chief of Metropolitan Police Layton; Public Health Director Dr. Murray Grant; and Deputy Commissioner Fletcher, 9:30 a.m., room S-126, Capitol.

House

No committee meetings are scheduled.

CONGRESSIONAL PROGRAM AHEAD Week of July 29–August 3

(Committee meetings are open unless otherwise indicated)

Senate Chamber

On Monday it is expected that Senate will consider H.R. 17522, State, Justice, Commerce appropriations, to be followed by H.R. 15263, foreign aid authorizations. Senate will meet at 10 a.m. on Tuesday to hear tributes

DIGEST of Congressional Proceedings

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C. 20250
OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(FOR INFORMATION ONLY;
NOT TO BE QUOTED OR CITED)

Issued July 30, 1968
For actions of July 29, 1968
90th-2nd; No. 133

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HIGHLIGHTS: Senate passed poultry inspection bill. Senate adopted conference report on road authorization bill. Senate debated foreign aid authorization bill. Senate passed intergovernmental cooperation bill. House debated food stamp bill.

HOUSE

1. **FOOD STAMPS.** Began debate on H. R. 18249, to amend the Food Stamp Act of 1964, to increase the appropriation authorization for the fiscal year 1969 from \$225,000,000 to \$245,000,000. Rep. Sullivan offered an amendment to provide an open-end authorization for the fiscal years 1969, 1970, 1971, and 1972. No action was taken on this amendment. pp. H7752-62

2. FLOOD CONTROL. Received the conference report on S. 3710, the omnibus rivers and harbors bill (H. Rept. 1819). pp. H7735-42

3. APPROPRIATIONS. Passed without amendment H. R. 18785, military construction appropriations, 1969. This bill includes funds for repayment to the Commodity Credit Corporation for remaining indebtedness for housing constructed in foreign countries with foreign currencies derived from the sale of surplus commodities. A motion by Rep. Michel to recommit the bill was rejected. pp. H7710-35

4. PERSONNEL. Conferees were appointed on H. R. 15387, to provide for disciplinary action against employees in the postal field service who assault other employees in such service in the performance of official duties (pp. H7742-52). Senate conferees have not been appointed.

Rep. Minish spoke in support of exempting the Post Office Department from the personnel cutbacks asked in the Revenue and Expenditure Control Act. pp. H7782-3

5. REORGANIZATION. Rep. Schwengel urged immediate consideration of the congressional reorganization bill. pp. H7769-79

6. EDUCATION. Rep. Pollock expressed concern over advice "by officials of the Bureau of the Budget that there is a possibility that the \$91 million appropriated for full funding of the aid to federally impacted school districts...may not be released." p. H7779

7. COTTON. Rep. Pickle commended passage of the extra-long-staple cotton quotas bill and commented on his participation in the background of this bill. p. H7784

SENATE

8. TRANSPORTATION. The Commerce Committee reported with amendments S. 927, to amend the Interstate Commerce Act in order to make unlawful, as unreasonable and unjust discrimination against an undue burden upon interstate commerce, certain property tax assessments of common carrier property (S. Rept. 1483). p. S9639

9. RECREATION. Passed without amendment H. R. 11026, to amend the act of Sept. 15, 1960, to facilitate the fish and wildlife conservation and rehabilitation program authorized by that Act (p. S9660). This bill will now be sent to the President.

10. EMPLOYMENT. Sen. Talmadge spoke in support of the vocational education amendments bill. pp. S9643-5

Passed as reported H. R. 1093, to amend and clarify the reemployment provisions of the Universal Military Training and Service Act. pp. S9664-5

11. FISHERIES. Passed without amendment S. 3866, to extend for 4 years the provisions of the Commercial Fisheries Research and Development Act of 1964. The bill would authorize annual appropriations of \$5 million for the fiscal year 1969 and the 3 succeeding fiscal years for apportionment to the States to carry out the purposes of the act. pp. S9660-2

RIVERS AND HARBORS FLOOD CONTROL ACT OF 1968

JULY 29, 1968.—Ordered to be printed

Mr. BLATNIK, from the committee of conference,
submitted the following

CONFERENCE REPORT

[To accompany S. 3710]

The committee of conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its disagreement to the amendment of the House and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the House amendment insert the following:

TITLE I—RIVERS AND HARBORS

SEC. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated. The provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full.

NAVIGATION

Ipswich River, Massachusetts: House Document Numbered 265, Ninetieth Congress, at an estimated cost of \$616,000;

Fall River Harbor, Massachusetts and Rhode Island: House Document Numbered 175, Ninetieth Congress, at an estimated cost of \$8,762,000;

Bristol Harbor, Rhode Island: House Document Numbered 174, Ninetieth Congress, at an estimated cost of \$873,000;

Port Jefferson Harbor, New York: House Document Numbered 277, Ninetieth Congress, at an estimated cost of \$2,455,000;

Hempstead Harbor, New York: House Document Numbered 101, Ninetieth Congress, at an estimated cost of \$703,000;

Cooper River, Charleston Harbor, South Carolina: Senate Document Numbered 88, Ninetieth Congress, at an estimated cost of \$35,381,000;

Miami Harbor, Florida: Senate Document Numbered 93, Ninetieth Congress, at an estimated cost of \$6,476,000;

Gulf Intracoastal Waterway, St. Marks to Tampa Bay, Florida: Chief of Engineers' Report dated June 6, 1968, except that (1) not to exceed \$40,000,000 is authorized for initiation of such project, and (2) construction of this project shall not be initiated until such plan is approved by the Secretary of the Army and the President;

Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana: House Document Numbered 155, Ninetieth Congress, at an estimated cost of \$8,645,000;

Red River Waterway, Louisiana, Texas, Arkansas, and Oklahoma: House Document Numbered 304, Ninetieth Congress, except that not to exceed \$50,000,000 is authorized for initiation of such project;

Mississippi River-Gulf Outlet, Michoud Canal, Louisiana: Senate Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,300,000;

Mississippi River Outlets, Venice, Louisiana: House Document Numbered 361, Ninetieth Congress, at an estimated cost of \$4,520,000;

Yazoo River, Mississippi: House Document Numbered 342, Ninetieth Congress, at an estimated cost of \$52,147,000;

Corpus Christi Ship Canal, Texas: Senate Document Numbered 99, Ninetieth Congress, at an estimated cost of \$19,042,000;

Mouth of the Colorado River, Texas: Senate Document Numbered 102, Ninetieth Congress, at an estimated cost of \$8,000,000;

Wilson Harbor, New York: House Document Numbered 112, Ninetieth Congress, at an estimated cost of \$198,000;

Cattaraugus Creek Harbor, New York: House Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,315,000;

Hamlin Beach State Park, New York: House Document Numbered 358, Ninetieth Congress, at an estimated cost of \$500,000;

Forestville Harbor, Michigan: House Document Numbered 183, Ninetieth Congress, at an estimated cost of \$538,000;

Tawas Bay Harbor, Michigan: House Document Numbered 189, Ninetieth Congress, at an estimated cost of \$466,000;

Detroit River, Trenton Channel, Michigan: House Document Numbered 338, Ninetieth Congress, at an estimated cost of \$31,300,000;

Snohomish River (Everett Harbor), Washington: House Document Numbered 357, Ninetieth Congress, at an estimated cost of \$1,108,000;

Humboldt Harbor and Bay, California: House Document Numbered 330, Ninetieth Congress, at an estimated cost of \$2,430,000;

Port Hueneme, California: House Document Numbered 362, at an estimated cost of \$1,000,000;

Ventura Marina, California: House Document Numbered 356, at an estimated cost of \$1,540,000;

San Diego Harbor, California: House Document Numbered 365, Ninetieth Congress, at an estimated cost of \$5,360,000;

Kake Harbor, Alaska: Senate Document Numbered 70, Ninetieth Congress, at an estimated cost of \$1,760,000;

King Cove Harbor, Alaska: Senate Document Numbered 13, Ninetieth Congress, at an estimated cost of \$522,000;

Sergius and Whitestone Narrows, Alaska: Senate Document Numbered 95, Ninetieth Congress, at an estimated cost of \$3,030,000;

Coasts of Hawaiian Islands, Harbors for Light Draft Vessels: House Document Numbered 353, Ninetieth Congress, at an estimated cost of \$1,256,000.

BEACH EROSION

Brevard County, Florida: House Document Numbered 352, Ninetieth Congress, at an estimated cost of \$680,000.

SEC. 102. The project for beach erosion control, Fort Pierce, Florida, authorized by the River and Harbor Act of 1965 (79 Stat. 1089, 1092) in accordance with the recommendations of the Chief of Engineers in House Document Numbered 84, Eighty-ninth Congress, is hereby modified to provide for construction of the project and periodic nourishment for ten years by the Secretary of the Army, acting through the Chief of Engineers. In addition to applicable requirements of local cooperation set forth in the aforementioned report of the Chief of Engineers, local interests shall, prior to construction, give assurances satisfactory to the Secretary of the Army that they will—

(1) contribute in cash, either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction or nourishment schedules, as determined by the Chief of Engineers, all costs of initial construction and periodic nourishment for ten years exclusive of costs assigned to the Federal Government in the aforementioned recommendations of the Chief of Engineers; and

(2) hold and save the United States free from damages due to the construction works.

SEC. 103. (a) That section 2 of the Act entitled "An Act authorizing the Secretary of War to sell and convey to the town of Marmet, West Virginia, two tracts of land to be used for municipal purposes", approved July 8, 1942 (56 Stat. 651) is hereby amended by deleting the period after the words "related municipal purposes" and inserting thereafter the phrase "including firefighting facilities and structures".

(b) The Secretary of the Army is authorized and directed to issue to the town of Marmet, West Virginia, without monetary consideration therefor, such written instruments as may be necessary to carry out the provisions of this section.

SEC. 104. (a) That notwithstanding any other provision of law, the Secretary of the Army or his designee, is authorized and directed to convey to the State of West Virginia, subject to the terms and conditions hereinafter stated, and to such other terms and conditions as the Secretary of the Army, or his designee, shall deem to be in the public interest, all right, title, and interest of the United States in and to certain real property, together with improvements thereon, located at Ohio River locks and dams numbered 16, 19, 20, and 21 in West Virginia as described in subsection (b) of this section. No property shall be conveyed under authority of this section until these locks and dams have been determined by the Secretary to be

in excess to the requirements of the Department of the Army and suitable replacement facilities are in operation under the Ohio River navigation modernization program. The Secretary may make such prior disposition of such facilities and improvements on such lands as he deems to be in the best interest of the United States.

(b) The real property authorized for conveyance by subsection (a) of this section comprise all or portions of such lands and improvements as may be determined excess of four lock and dam projects on the Ohio River in the State of West Virginia and designated as, number 16 (Willow Island Pool) in Tyler County, numbers 19 and 20 (Belleville Pool) in Wood County, and number 21 (Racine Pool) in Jackson County. The exact descriptions and acreage to be determined by the Secretary by accurate surveys, the cost of which is to be borne by the State of West Virginia.

(c) The conveyance authorized herein shall provide that said property shall be used only for public park and recreation purposes and such other uses directly related to programs of the West Virginia Department of Natural Resources, and if it ever ceases to be used for such purposes, title to said property shall immediately revert to the United States. Any deed of conveyance shall also be subject to and include the following additional terms and conditions:

(1) The State of West Virginia shall pay the United States as consideration for the conveyance 50 per centum of the current fair market value of the property as determined by the Secretary of the Army.

(2) There shall be reserved to the United States such flowage easements and rights-of-way for roads and utility lines as the Secretary determines may be required for other navigation projects.

(3) Such other restrictions, terms, and conditions as the Secretary deems necessary to protect the interests of the United States.

(d) Any moneys paid for the conveyances referred to herein shall be covered into the United States Treasury as miscellaneous receipts.

SEC. 105. (a) That the Secretary of the Army shall convey, without monetary consideration, to the city of Buffalo, New York, all right, title, and interest of the United States in and to certain real property underlying Lake Erie containing approximately 46.01 acres and more particularly described in subsection (b) of this section, on condition that such real property be used for public park and recreational development purposes and if such property shall ever cease to be used for such purposes, title thereto shall revert to the United States.

(b) The real property referred to in this section is more particularly described as follows:

(1) PARCEL E.—Beginning at the point of intersection of the south line of outer lot 39 prolonged and the shoreline of Lake Erie as established in 1846, which point bears south 68 degrees 28 minutes west, a distance of 140 feet, more or less, from United States Monument numbered 7, which monument is the southeasterly corner of the said outer lot 39;

thence southwesterly at right angles with the established harbor line 1,140 feet, more or less, to the said harbor line;

thence northwesterly along said harbor line, 1,310 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and a line 330 feet northerly at right angles from and parallel with the south line of outer lot 36;

thence northeasterly at right angles with said harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846;

thence southeasterly along said shoreline of Lake Erie 1,320 feet, more or less, to the point of beginning containing 34.04 acres, more or less.

(2) *PARCEL C-B.*—Beginning at the point of intersection of the shoreline of Lake Erie with the northerly line of land deeded to the United States Government, October 21, 1846, said line also extending in a due east and west direction and passing through the northwest corner of outer lot 36 (United States Monument No. 2), said point of beginning being also 480 feet, more or less, west of the said northwest corner of outer lot 36;

thence southeasterly along said shoreline of Lake Erie in 1846 a distance of 470 feet, more or less, to the intersection with a line 330 feet northerly at right angles from and parallel with the south line of lot 36, said line being also the north line of lands deeded to the United States Government, September 25, 1847;

thence southwesterly at right angles to established harbor line 1,115 feet, more or less, to the established harbor line;

thence northwesterly along said harbor line 465 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and the line extending in a due east and west direction and passing through the northwest corner of outer lot 36;

thence easterly at right angles to established harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846, which is the above referenced point of beginning, containing 11.97 acres, more or less.

(c) Any deed of conveyance made pursuant to this section shall reserve to the United States, for a period not to exceed seven years, the right to use such lands for a spoil disposal area for materials dredged from the Buffalo Harbor Project, including the right to place structures thereon and to perform all other actions incident to such use, together with the rights of ingress and egress thereto. Such deed shall contain such additional terms and conditions as may be determined by the Secretary of the Army to be necessary to protect the interest of the United States.

SEC. 106. (a) The Chief of Engineers, Department of the Army, under the direction of the Secretary of the Army, shall make an appraisal investigation and study, including a review of any previous relevant studies and reports, of the Atlantic, Gulf, and Pacific coasts of the United States, the coasts of Puerto Rico and the Virgin Islands, and the shorelines of the Great Lakes, including estuaries and bays thereof, for the purpose of (1) determining areas along such coasts and shorelines where significant erosion occurs; (2) identifying those areas where erosion presents a serious problem because the rate of erosion, considered in conjunction with economic, industrial, recreational, agricultural, navigational, demographic, ecological, and other relevant factors, indicates that action to halt such erosion may be justified; (3) describing generally the most suitable type of remedial action for those areas that have a serious erosion problem; (4) providing preliminary cost estimates for such remedial action; (5) recommending priorities among the serious problem areas for action to stop erosion; (6) providing State and local authorities with information and recommendations to assist the creation and implementation of State and local coast and shoreline erosion programs; (7) developing recommended guidelines for land use regulation in coastal areas taking into

consideration all relevant factors; and (8) identifying coastal areas where title uncertainty exists. The Secretary of the Army shall submit to the Congress as soon as practicable, but not later than three years after the date of enactment of this Act, the results of such appraisal investigation and study, together with his recommendations. The views of concerned local, State, and Federal authorities and interests will be taken into account in making such appraisal investigation and study.

(b) There are authorized to be appropriated such amounts, not to exceed \$1,000,000, as may be necessary to carry out the provisions of this section.

SEC. 107. That the projects for the Illinois Waterway and Grand Calumet River, Illinois and Indiana (Calumet-Sag navigation project), authorized by the River and Harbor Act of July 24, 1946, are hereby modified substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 45, Eighty-fifth Congress, insofar as such recommendations apply to existing highway bridges in Part II: Grand Calumet River and Indiana Harbor Canal, at an estimated cost of \$33,265,000.

SEC. 108. (a) Steele Bayou, in Warren, Issaquena, Sharkey, and Washington Counties, Mississippi, Washington Bayou, in Issaquena and Washington Counties, Mississippi, and Lake Washington, in Washington County, Mississippi, are hereby declared to be nonnavigable within the meaning of the laws of the United States.

(b) The project for navigation on Steele Bayou, Washington Bayou, and Lake Washington, authorized by the Rivers and Harbors Acts of July 5, 1884, August 5, 1886, and June 25, 1910, is hereby deauthorized.

SEC. 109. Section 313 of the Act approved October 27, 1965 (79 Stat. 1073), is amended by deleting the date "June 30, 1968" and substituting in lieu thereof "June 30, 1969".

SEC. 110. The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to review the requirements of local cooperation for the Ouachita and Black Rivers navigation projects, authorized by the River and Harbor Act of 1950, as amended, with particular reference to Federal and non-Federal cost sharing, and he shall report the findings of such review to Congress within one year after the date of enactment of this Act.

SEC. 111. The Secretary of the Army, acting through the Chief of Engineers, is authorized to investigate, study, and construct projects for the prevention or mitigation of shore damages attributable to Federal navigation works. The cost of installing, operating, and maintaining such projects shall be borne entirely by the United States. No such project shall be constructed without specific authorization by Congress if the estimated first cost exceeds \$1,000,000.

SEC. 112. Section 111 of the River and Harbor Act of 1966 (80 Stat. 1417) is amended by adding at the end thereof the following:

"(g) The Secretary of the Interior shall conduct a study of those areas in the vicinity of the Washington Channel in the District of Columbia suitable for public visitor parking facilities. Such study shall, among others, consider existing and future visitation, multiple and alternative areas, methods for providing such facilities, and estimated costs and revenues to be derived therefrom. Not later than one hundred and eighty days after the date funds are appropriated to carry out such study, the Secretary shall submit to the President and Congress a report thereon together with his recommendations, including necessary legislation, if any.

There is authorized to be appropriated not to exceed \$100,000 to carry out this subsection."

SEC. 113. Those portions of the East and Hudson Rivers in New York County, State of New York, lying shoreward of a line within the United States Pierhead Line as it exists on the date of enactment of this Act, and bounded on the north by the north side of Spring Street extended westerly and the south side of Robert F. Wagner, Senior Place extended eastwardly, are hereby declared to be nonnavigable waters of the United States within the meaning of the laws of the United States. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled. Plans for bulkheading and filling shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

SEC. 114. That portion of the Northern Embarcadero area, beginning at the intersection of the northwesterly line of Bryant Street with the southwesterly line of Spear Street, which intersection lies on the line of jurisdiction of the San Francisco Port Authority; following thence westerly and northerly along said line of jurisdiction as described in the State of California Harbor and Navigation Code Section 1770, as amended in 1961, to its intersection with the easterly line of Van Ness Avenue produced northerly; thence northerly along said easterly line of Van Ness Avenue produced to its intersection with the United States Government pierhead line; thence following said pierhead line easterly and southerly to its intersection with the northwesterly line of Bryant Street produced north-easterly; thence southwesterly along said northwesterly line of Bryant Street produced to the point of beginning, is hereby declared to be non-navigable waters within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all or any part of the described area. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled or are occupied by permanent pile-supported structures. Plans for bulkheading and filling and permanent pile-supported structures shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling and permanent pile-supported structures in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

SEC. 115. That portion of the Northwest Branch of the Patapsco River located generally south of Pratt Street, east of Light Street, north of Key Highway, in the city of Baltimore, State of Maryland, and being more particularly described as all of that portion of the Northwest Branch of the Patapsco River lying west of a series of lines beginning at the point formed by the intersection of the south side of Pratt Street, as now laid out, and the west side of Pier 3 and running thence binding on the west side of Pier 3, south 04 degrees 19 minutes 47 seconds east 726.59 feet to the southwest corner of Pier 3; thence crossing the Northwest Branch of the Patapsco River, south 23 degrees 01 minutes 15 seconds west 855.36 feet to the point formed by the intersection of the existing pierhead and bulkhead line and the east side of Battery Avenue, last said point of intersection being the end of the first line of the fourth parcel of land conveyed by J. and F. Realty, Incorporated to Allegheny Pepsi-Cola Bot-

ting Company by deed dated December 22, 1965, and recorded among the Land Record of Baltimore City in Liber J. F. C. numbered 2006 folio 345, the location of said pierhead and bulkhead line is based upon the Corps of Engineers, Baltimore District, Baltimore, Maryland, coordinate value for station LIV of said pierhead and bulkhead line, the coordinate value as referred to the Lambert grid plane coordinate system for the State of Maryland of said station LIV being east 2,111,161.40, north 527,709.27 and thence binding on the east side of Battery Avenue, south 03 degrees 09 minutes 07 seconds east 568 feet, more or less, to intersect the north side of Key Highway as now laid out and located is hereby declared to be not a navigable stream of the United States within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all or any part of the described area.

SEC. 116. (a) The Secretary of the Army is authorized and directed to remove from the Potomac River and to destroy the abandoned ships, ships' hulls, and pilings, located in Mallow's Bay, between Sandy Point and Liverpool Point, Charles County, Maryland, and at Wide Water, south of Quantico, Virginia, and any other abandoned ships formerly among those in Mallow's Bay or at Wide Water which have drifted from those locations. Local interests shall contribute 50 percent of the cost of such work.

(b) There is authorized to carry out this section, not to exceed \$175,000.

SEC. 117. The Chief of Engineers, under the direction of the Secretary of the Army, is hereby authorized to maintain authorized river and harbor projects in excess of authorized project depths where such excess depths have been provided by the United States for defense purposes and whenever the Chief of Engineers determines that such waterways also serve essential needs of general commerce.

SEC. 118. (a) Section 5 of the Act entitled "An Act creating the City of Clinton Bridge Commission and authorizing said commission and its successors to acquire by purchase or condemnation and to construct, maintain, and operate a bridge or bridges across the Mississippi River at or near Clinton, Iowa, at or near Fulton, Illinois", approved December 21, 1944, as revised, amended, and reenacted, is hereby amended by inserting "(a)" immediately after "SEC. 5." and by adding at the end of such section the following new subsection:

"(b) In addition to the method of payment provided in subsection (a) of this section, the commission and its successors and assigns are hereby authorized to provide for the payment of the cost of dismantling one bridge and of constructing as a replacement therefor a new bridge (including necessary approaches and approach highways) either entirely from a construction fund created in accordance with section 6 of this Act or from both such construction fund and from bonds issued and sold in accordance with subsection (a) of this section. The cost of any bridge constructed under this subsection (together with approaches and approach highways) shall include all costs and expenses included in the case of a bridge constructed under authority of subsection (a) of this section (including its approaches and approach highways)."

(b) The first sentence of section 6 of such Act of December 21, 1944, is amended by striking out the period at the end thereof and inserting in lieu thereof a comma and the following: "and, if the Commission determines it advisable to do so, to provide a construction fund specifically to pay the cost of dismantling one bridge and constructing a new bridge to replace it as authorized by subsection (b) of section 5 of this Act."

(c) Section 6 of such Act of December 21, 1944, is further amended by adding immediately following the third sentence of such section the

following new sentence: "If no bonds or notes are outstanding or if a sinking fund specifically for payment of all outstanding bonds and notes shall have been provided, the remainder of such tolls may, if the Commission determines it advisable to do so, be placed in a construction fund for use in accordance with subsection (b) of section 5 of this Act."

(d) The first sentence of subsection (a) of section 8 of such Act of December 21, 1944, is amended by inserting immediately after "solely for that purpose," the following: "and after any bridge constructed under authority of section 5(b) of this Act shall have been paid for, or sufficient funds are available in the construction fund authorized by section 6 to pay for such bridge,".

(e) The amendments made by this section shall be inapplicable insofar as they authorize the construction of a bridge or bridges unless actual construction thereof is commenced within five years from the date of enactment of this section and such construction is completed by January 1, 1980.

SEC. 119. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following locations and subject to all applicable provisions of section 110 of the River and Harbor Act of 1950:

Back River, Maryland, from Chesapeake Bay to the city of Baltimore's waste water treatment plants.

Savannah and Tennessee Rivers, with a view to determining the advisability of providing a waterway connecting the rivers by canals and appurtenant facilities and a waterway connecting Charleston and Port Royal, South Carolina, with the lower Savannah River.

Lake Superior, with a view to determining the advisability of a waterway connecting the lake and the Mississippi River.

SEC. 120. (a) The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to make studies of:

(1) The nature and scope of the damages which result from streambank erosion throughout the United States, with a view toward determining the need for, and the feasibility of, a coordinated program of streambank protection in the interests of reducing damages from the deposition of sediment in reservoirs and waterways, the destruction of channels and adjacent lands, and other adverse effects of streambank erosion.

(2) The need for and the feasibility of a program for the removal and disposal of drift and other debris, including abandoned vessels, from public harbors and associated channels under the jurisdiction of the Department of the Army.

(b) The Secretary shall report to Congress, not later than one year after the date of enactment of this Act, the results of such studies together with his recommendations in connection therewith, including an appropriate division of responsibility between Federal and non-Federal interests.

SEC. 121. Title I of this Act may be cited as the "River and Harbor Act of 1968".

TITLE II—FLOOD CONTROL

SEC. 201. Section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, except as otherwise provided by law. The authorization for

any flood control project herein authorized by this Act requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Secretary of the Army or his designee of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

SEC. 203. The following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein. The necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations hereafter made for flood control so as to be ready for rapid inauguration of a construction program. The projects authorized in this title shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements. Penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

LOWER CHARLES RIVER, MASSACHUSETTS

The project for flood control on the Lower Charles River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 370, Ninetieth Congress, at an estimated cost of \$18,620,000.

CONNECTICUT RIVER BASIN

The project for the Beaver Brook Dam and Reservoir, Beaver Brook, New Hampshire, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 68, Ninetieth Congress, at an estimated cost of \$1,185,000.

The project for flood protection on Park River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 43, Ninetieth Congress, at an estimated cost of \$30,300,000.

LONG ISLAND SOUND

The project for flood protection on Norwalk River, Connecticut and New York, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 51, Ninetieth Congress, at an estimated cost of \$2,700,000.

DELAWARE-ATLANTIC COASTAL AREA

The project for hurricane-flood protection and beach erosion control along the Delaware Coast from Cape Henlopen to Fenwick Island, at the Delaware-Maryland State Line is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers, in Senate Document Numbered 90, Ninetieth Congress, at an estimated cost of \$5,584,000.

RAPPAHANNOCK RIVER BASIN

The project for the Salem Church Dam and Reservoir Rappahannock River, Virginia, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 37, Ninetieth Congress, at an estimated cost of \$79,500,000.

CAPE FEAR RIVER BASIN

The project for the Randleman Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress at an estimated cost of \$19,463,000.

The project for the Howards Mill Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress, at an estimated cost of \$12,460,000.

SOUTH ATLANTIC COASTAL AREA

The project for beach erosion control and hurricane flood protection of Dade County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 335, Ninetieth Congress, at an estimated cost of \$11,805,000.

HILLSBOROUGH BAY, FLORIDA

The project for hurricane-flood control protection on Hillsborough Bay, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 313, Ninetieth Congress, at an estimated cost of \$9,909,000, except that construction of the barrier across Hillsborough Bay shall not be undertaken until the Chief of Engineers completes further detailed studies covering related water resource problems, including a comprehensive model study of the entire Tampa Bay area, and until sixty days after the date of submission of a report on such studies to the Committees on Public Works of the Senate and House of Representatives.

CENTRAL AND SOUTHERN FLORIDA

The project for Central and Southern Florida, authorized by the Flood Control Act of June 30, 1948, is further modified in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 101, Ninetieth Congress, at an estimated cost of \$8,072,000, and in accordance with House Document Numbered 369, Ninetieth Congress, at an estimated cost of \$58,182,000.

PASCAGOULA RIVER BASIN

The project for the Tallahala Creek Dam and Reservoir, Tallahala Creek, Mississippi, is hereby authorized substantially in accordance

with the recommendations of the Chief of Engineers in House Document Numbered 143, Ninetieth Congress, at an estimated cost of \$16,360,000.

LOWER MISSISSIPPI RIVER BASIN

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items:

(1) The project for the St. Francis River Basin, Arkansas and Missouri, authorized by the Flood Control Act approved June 15, 1936 (Public Law 74-678), as modified by subsequent Acts of Congress, including the Flood Control Act of 1965. Public Law 89-298 is hereby further modified to provide that the requirements of local cooperation for the improvements authorized in the Flood Control Act of 1965, shall conform to those requirements for local cooperation in the Saint Francis River Basin authorized in previous Acts of Congress, substantially as recommended by the Chief of Engineers in Senate Document Numbered 11, Ninetieth Congress.

(2) Improvements in the Boeuf and Tensas Rivers and Bayou Macon Basin to divert flows that would otherwise enter Lake Chicot, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 168, Ninetieth Congress, at an estimated cost of \$15,240,000, except that prior to initiation of construction of the project, local interests shall agree that no fees shall be charged for admission to Lake Chicot and to public recreation areas adjoining Lake Chicot and that user fees at such lake and areas shall be devoted to recreation purposes.

(3) Improvements in the Belle Fountain ditch and tributaries, Missouri, and Drainage District Number 17, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 339, Ninetieth Congress, at an estimated cost of \$4,638,000.

WHITE RIVER BASIN

The project for flood protection on Crooked Creek at and in the vicinity of Harrison, Arkansas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 28, Ninetieth Congress, at an estimated cost of \$2,840,000.

BRAZOS RIVER BASIN

The project for the Aquilla Dam and Reservoir, Aquilla Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 52, Ninetieth Congress, at an estimated cost of \$23,612,000.

NAVASOTA RIVER BASIN

The project for the Navasota River, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 341, Ninetieth Congress, at an estimated cost of \$119,707,000.

CLEAR CREEK, TEXAS

The project for flood protection on Clear Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of

Engineers in House Document Numbered 351, Ninetieth Congress, at an estimated cost of \$12,600,000.

PECAN BAYOU, TEXAS

The project for flood protection on Pecan Bayou, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 350, Ninetieth Congress, at an estimated cost of \$24,861,000.

GULF OF MEXICO

The project for hurricane-flood control at Texas City and vicinity, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 187, Ninetieth Congress, at an estimated cost of \$10,990,000.

UPPER MISSISSIPPI RIVER BASIN

The project for flood protection on the Mississippi River from Cassville, Wisconsin, to mile 300, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 348, Ninetieth Congress at an estimated cost of \$21,300,000.

The project for flood protection of State Road and Ebner Coulees, city of La Crosse and Shelby Township, Wisconsin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 360, Ninetieth Congress at an estimated cost of \$6,849,000.

RED RIVER OF THE NORTH

The project for flood protection on the South Branch of the Wild Rice River and Felton Ditch, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 98, Ninetieth Congress, at an estimated cost of \$1,230,000.

OHIO RIVER BASIN

The project for flood protection on the Ohio River in Southwestern Jefferson County, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 340, Ninetieth Congress, at an estimated cost of \$19,800,000.

The project for the Utica Dam and Reservoir and flood protection at Newark, Licking River Basin, Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 337, Ninetieth Congress, at an estimated cost of \$32,953,000.

WABASH RIVER BASIN

The project for flood control and related purposes in the Wabash River Basin, Indiana, Illinois, and Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 96, Ninetieth Congress, and the Big Walnut Dam and Reservoir is authorized substantially in accordance with the plan for such project set forth in the report of the Chief of Engineers in said document. There is hereby authorized to be appropriated the sum of \$50,000,000, for initiation and partial accomplishment of the project, except that con-

struction of the *Big Walnut Dam and Reservoir* shall not be initiated until approved by the President.

MISSOURI RIVER BASIN

The project for the *Bear Creek Dam and Reservoir*, *South Platte River*, *Colorado*, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Ninetieth Congress, at an estimated cost of \$32,314,000.

The project for flood protection on the *Big Sioux River* at and in the vicinity of *Sioux City*, *Iowa* and *South Dakota*, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 94, Ninetieth Congress, at an estimated cost of \$2,750,000. With respect to that portion of the project above *Sioux City*, *Iowa*, approved in accordance with House Document Numbered 199, Eighty-eighth Congress, in the Flood Control Act of 1965 (Public Law 89-298), there shall be mutual agreement between the States of *Iowa* and *South Dakota* on a flood control plan and a plan for mitigation of fish and wildlife losses with respect to said portion within six months following completion of the reservoir study for the upper basin of the *Big Sioux River* and the *Rock River* now underway and receipt of copies of said report by the Governors of the States of *Iowa* and *South Dakota*. If said mutual agreement is not reached within said time, approval of said flood control plan and plan for mitigation of fish and wildlife losses shall be made by a committee consisting of one representative each appointed by the Chief of Engineers, the Secretary of the Interior, and the Secretary of Agriculture.

The project for flood protection and other purposes in the *Papillion Creek Basin*, *Nebraska*, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 349, Ninetieth Congress, at an estimated cost of \$26,800,000.

The project for the *Dauids Creek Dam and Reservoir*, *Nishnabotna River*, *Iowa*, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 142, Ninetieth Congress, at an estimated cost of \$2,040,000.

The project for flood control and other purposes on the *Little Blue River* in the vicinity of *Kansas City*, *Missouri*, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 169, Ninetieth Congress, at an estimated cost of \$38,492,000.

The second paragraph under the heading "*Missouri River Basin*" of the Act entitled "*An Act authorizing additional appropriations for the prosecution of comprehensive plans for certain river basins*", approved December 30, 1963 (77 Stat. 840), is hereby amended to read as follows:

"The comprehensive plan for flood control and other purposes in the *Missouri River Basin*, authorized by the Flood Control Act of June 28, 1938, as amended and supplemented, is further modified to include such bank protection or rectification works at or below the *Garrison Reservoir* as in the discretion of the Chief of Engineers and the Secretary of the Army may be found necessary, at an estimated cost of \$7,040,000."

JORDAN RIVER BASIN

The project for the *Little Dell Dam and Reservoir*, *Salt Lake City Streams*, *Utah*, is hereby modified substantially in accordance with the

recommendations of the Chief of Engineers in Senate Document Numbered 53, Ninetieth Congress, at an estimated cost of \$22,664,000.

SACRAMENTO RIVER BASIN

The project for flood protection on the Feather River at Chester, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 314, Ninetieth Congress, at an estimated cost of \$940,000.

SANTA ANA RIVER BASIN

The project for flood protection, and other purposes on Cucamonga Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 323, Ninetieth Congress, at an estimated cost of \$26,300,000.

SAN FRANCISCO BAY AREA

The project for flood control on Alhambra Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 336, Ninetieth Congress, at an estimated cost of \$8,000,000.

MAD RIVER, CALIFORNIA

The project for flood control on the Mad River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 359, Ninetieth Congress, at an estimated cost of \$38,600,000.

SWEETWATER RIVER BASIN

The project for flood control on the Sweetwater River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 148, Ninetieth Congress, at an estimated cost of \$4,900,000.

TANANA RIVER BASIN

The project for flood control in the Tanana River Basin in the vicinity of Fairbanks, Alaska, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 89, Ninetieth Congress, at an estimated cost of \$111,700,000.

IAO STREAM, HAWAII

The project for flood protection and other purposes on Iao Stream, Hawaii, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 151, Ninetieth Congress, at an estimated cost of \$1,660,000.

SEC. 204. The Secretary of the Army, acting through the Chief of Engineers, is authorized to provide such school facilities as he may deem necessary for the education of dependents of persons engaged in the construction of the Dworshak Dam and Reservoir project, Idaho, and to pay for the same from any funds available for such project. When he determines it to be in the public interest, the Secretary, acting through the Chief of Engineers, may enter into cooperative arrangements with local and Federal agencies for the operation of such Government facilities, for the expansion

of local facilities at Federal expense, and for contributions by the Federal Government to cover the increased cost to local agencies of providing the educational services required by the Government.

SEC. 205. The project for flood protection at Ironton, Ohio, authorized by the Flood Control Act of August 28, 1937, is hereby modified so as to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, of aluminum closure structures at gates numbered 10, 17, and 18, located at Second and Orchard Streets, Second Street west of Storms Creek, and Second and Ellison Streets, respectively, at an estimated cost of \$58,000.

SEC. 206. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Weber River, Utah shall expire on April 16, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

SEC. 207. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Pecos River at Carlsbad, New Mexico, shall expire on May 19, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

SEC. 208. The project for flood protection on the Gila River below Painted Rock Reservoir, Arizona, authorized by the Flood Control Act of 1962 (76 Stat. 1180, 1190), substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 116, Eighty-seventh Congress, is hereby modified to provide that local cooperation shall consist of the requirements that, prior to construction, local interests give assurances satisfactory to the Secretary of the Army that they will: (1) make a cash contribution of \$700,000, to be paid either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction schedules, as determined by the Chief of Engineers, except that the reasonable value, as determined by the Chief of Engineers, of any lands, easements, rights-of-way, and relocations, furnished by the local interests shall be deducted from the required cash contribution; (2) hold and save the United States free from damages due to the construction works; (3) maintain and operate all works after completion in accordance with regulations prescribed by the Secretary of the Army.

SEC. 209. (a) Whenever any State, or any agency or instrumentality of a State or local government, or any nonprofit incorporated body organized or chartered under the law of the State in which it is located, or any nonprofit association or combination of such bodies, agencies or instrumentalities, shall undertake to secure any lands or interests therein as a site for the resettlement of families, individuals, and business concerns displaced by a river and harbor improvement, flood control or other water resource project duly authorized by Congress, and when it has been determined by the Secretary of the Army that the State is unable to acquire

necessary lands or interests in lands or is unable to acquire such lands or interests in lands with sufficient promptness, the Secretary, upon the request of the Governor of the State in which such site is located, and after consultation with appropriate Federal, State, interstate, regional, and local departments and agencies, is authorized, in the name of the United States and prior to the approval of title by the Attorney General, to acquire, enter upon, and take possession of such lands or interests in lands by purchase, donation, condemnation or otherwise in accordance with the laws of the United States (including the Act of February 26, 1931 (46 Stat. 1421)). All expenses of said acquisition and any award that may be made under a condemnation proceeding, including costs of examination and abstract of title, certificate of title, appraisal, advertising, and any fees incident to acquisition, shall be paid by such State or body, agency, or instrumentality. The State, agency, instrumentality, or nonprofit body may repay such amounts from any funds made available to it for such purposes by any Federal department, agency, or instrumentality (other than the Department of the Army) having authority to make funds available for such a purpose. Pending such payment, the Secretary may expend from any funds hereafter appropriated for the project occasioning such acquisition such sums as may be necessary to carry out this section. To secure payment, the Secretary may require any such State or agency, body, or instrumentality to execute a proper bond in such amount as he may deem necessary before acquisition is commenced. Any sums paid to the Secretary by any such State or agency, body or instrumentality shall be deposited in the Treasury to the credit of the appropriation for such project.

(b) No acquisition shall be undertaken under the authority of this section unless the Secretary has determined, after consultation with appropriate Federal, State, and local governmental agencies that (1) the development of a site is necessary in order to alleviate hardships to displaced persons; (2) the location of the site is suitable for development in relation to present or potential sources of employment; and (3) a plan for development of the site has been approved by appropriate local governmental authorities in the area or community in which such site is located.

(c) The Secretary is further authorized and directed by proper deed, executed in the name of the United States, to convey any lands or interests in land acquired in any State under the provisions of this section, to the State, or such public or private nonprofit body, agency, or institution in the State as the Governor may prescribe, upon such terms and conditions as may be agreed upon by the Secretary, the Governor, and the agency to which the conveyance is to be made.

SEC. 210. No entrance or admission fees shall be collected after March 31, 1970, by any officer or employee of the United States at public recreation areas located at lakes and reservoirs under the jurisdiction of the Corps of Engineers, United States Army. User fees at these lakes and reservoirs shall be collected by officers and employees of the United States only from users of highly developed facilities requiring continuous presence of personnel for maintenance and supervision of the facilities, and shall not be collected for access to or use of water areas, undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided.

SEC. 211. The Mason J. Niblack levee feature of the project for flood control in the Wabash River Basin, Illinois and Indiana, authorized by the Flood Control Act approved July 24, 1946, is hereby modified to provide for the installation by the Secretary of the Army, acting through

the Chief of Engineers, and operation and maintenance by local interests, of pumping facilities to remove ponded interior drainage from the area protected by the levee, at an estimated cost of \$500,000.

SEC. 212. The Secretary of the Army, acting through the Chief of Engineers, is authorized to amend Contract Numbered DA-45-108-CIVENG-66-68, between the United States and the Montana State Highway Commission for the relocation of Montana State Highway 37 in connection with the construction of the Libby Dam project, so as to provide that the design standards for the relocation shall be those adopted by the State of Montana pursuant to the provisions of the Highway Safety Act of 1966 (80 Stat. 731).

SEC. 213. The project for flood control and improvement of the Lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534) as amended and modified, is further modified to provide pumping plants and other drainage facilities in Cairo, Illinois, and vicinity, to the extent found economically justified by the Chief of Engineers, subject to the conditions that local interests (1) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the work; (2) hold and save the United States free from damages due to the construction work; and (3) maintain and operate all works after completion.

SEC. 214. The project for the Sanders Creek Red River Basin, Texas, is hereby modified to provide for the acquisition of additional privately owned lands aggregating approximately seven hundred and fifty acres located within the boundaries of former Camp Maxey, Lamar County, Texas, for the purpose of consolidating Federal ownership of areas as may be needed for wildlife purposes in connection with the Pat Mayse Dam and Reservoir project, and to facilitate the establishment of a wildlife refuge or wildlife management area. The lands so acquired will be made available to the Secretary of the Interior or to the State of Texas in accordance with established administrative procedures pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.). The acquisition of such lands may be deferred until such time as assurances are given, satisfactory to the Chief of Engineers, that a wildlife refuge or wildlife management area will be established.

SEC. 215. (a) The Secretary of the Army, acting through the Chief of Engineers, may, when he determines it to be in the public interest, enter into agreements providing for reimbursement to States or political subdivisions thereof for work to be performed by such non-Federal public bodies at water resources development projects authorized for construction under the Secretary of the Army and the supervision of the Chief of Engineers. Such agreements may provide for reimbursement of installation costs incurred by such entities or an equivalent reduction in the contributions they would otherwise be required to make, or in appropriate cases, for a combination thereof. The amount of Federal reimbursement, including reductions in contributions, for a single project shall not exceed \$1,000,000.

(b) Agreements entered into pursuant to this section shall (1) fully describe the work to be accomplished by the non-Federal public body, and be accompanied by an engineering plan if necessary therefor; (2) specify the manner in which such work shall be carried out; (3) provide for necessary review of design and plans, and inspection of the work by the

Chief of Engineers or his designee; (4) state the basis on which the amount of reimbursement shall be determined; (5) state that such reimbursement shall be dependent upon the appropriation of funds applicable thereto or funds available therefor, and shall not take precedence over other pending projects of higher priority for improvements; and (6) specify that reimbursement or credit for non-Federal installation expenditures shall apply only to work undertaken on Federal projects after project authorization and execution of the agreement, and does not apply retroactively to past non-Federal work. Each such agreement shall expire three years after the date on which it is executed if the work to be undertaken by the non-Federal public body has not commenced before the expiration of that period. The time allowed for completion of the work will be determined by the Secretary of the Army, acting through the Chief of Engineers, and stated in the agreement.

(c) No reimbursement shall be made, and no expenditure shall be credited, pursuant to this section, unless and until the Chief of Engineers or his designee, has certified that the work for which reimbursement or credit is requested has been performed in accordance with the agreement.

(d) Reimbursement for work commenced by non-Federal public bodies no later than one year after enactment of this section, to carry out or assist in carrying out projects for beach erosion control, may be made in accordance with the provisions of section 2 of the Act of August 13, 1946, as amended (33 U.S.C. 426f). Reimbursement for such work may, as an alternative, be made in accordance with the provisions of this section, provided that agreement required herein shall have been executed prior to commencement of the work. Expenditures for projects for beach erosion control commenced by non-Federal public bodies subsequent to one year after enactment of this section may be reimbursed by the Secretary of the Army, acting through the Chief of Engineers, only in accordance with the provisions of this section.

(e) This section shall not be construed (1) as authorizing the United States to assume any responsibilities placed upon a non-Federal body by the conditions of project authorization, or (2) as committing the United States to reimburse non-Federal interests if the Federal project is not undertaken or is modified so as to make the work performed by the non-Federal Public body no longer applicable.

(f) The Secretary of the Army is authorized to allot from any appropriations hereafter made for civil works, not to exceed \$10,000,000 for any one fiscal year to carry out the provisions of this section. This limitation does not include specific project authorizations providing for reimbursement.

SEC. 216. (a) The Secretary of the Army shall, without monetary consideration, extend until October 1, 1964, the rights described in this section which were reserved until July 1, 1964, to any former owner (including his heirs, administrators, executors, successors, and assigns) of the subsurface estate of any real property acquired by the United States in connection with the construction of the Carlyle Reservoir project on the Kaskaskia River, Illinois. The reserved rights referred to in this section are more particularly described as the reservation of all oil, gas, and other minerals of like fugacious character, together with rights necessary for the purpose of exploration, development, production, and removal thereof

within the Boulder Oil Field and restricted to section 2, township 2 north, range 2 west, and sections 34, 35, and 36 in township 3 north, range 2 west, Clinton County, Illinois.

(b) The Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to such persons designated by the Secretary of the Army, whose rights are authorized to be extended by subsection (a) of this section, the amount of money determined by the Secretary of the Army to represent their respective interests in royalty payments received by the United States for the authorized three-month extended period. The total payments so made shall not exceed the sum of \$6,401.16.

SEC. 217. (a) No provision of law heretofore or hereafter enacted which limits the number of persons who may be appointed as full-time civilian employees, or temporary and part-time employees, in the executive branch of the Government shall apply to employees of the Tennessee Valley Authority engaged in its power program and paid exclusively from other than appropriated funds. In applying any such provision of law to other departments and agencies in the executive branch, the number of such employees of the Tennessee Valley Authority shall not be taken into account.

(b) No provision of law that seeks to limit expenditures and net lending during the fiscal year ending on June 30, 1969, under the Budget of the United States Government, shall apply to expenditures by the Tennessee Valley Authority out of the proceeds from its power operations, from the sale of any power program assets, or from power revenue bonds, notes, or other evidences of indebtedness.

SEC. 218. The Chief of Engineers is directed to review the project for the Devils Jumps Dam and Reservoir, Big South Fork of the Cumberland River, Kentucky and Tennessee, and report to the Congress not later than December 31, 1969, on the feasibility of such project for the purposes of House Document Numbered 175, Eighty-seventh Congress. The Chief of Engineers, the Secretary of the Interior and the Secretary of Agriculture shall review and prepare such alternative plans as they may determine feasible and appropriate for the use of the Big South Fork of the Cumberland River and its tributaries in Kentucky and Tennessee and necessary contiguous areas for recreational, conservation, or preservation uses of such area and report to the Congress not later than December 31, 1969. The construction of such project or any alternative project shall not be initiated until such reports have been made to and approved by the Congress. Such funds as may be necessary to carry out this section are hereby authorized.

SEC. 219. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its territorial possessions, which include the localities specifically named in this section. After the regular or formal reports made on any survey authorized by this section are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made

and a report thereon submitted to Congress, if such review is required by the national defense or by changed physical or economic conditions.

Burnett, Crystal, and Scotts Bays and vicinity, Baytown, Texas, in the interest of flood control, drainage, and related water and land resources, including specifically the problems of general subsidence of the area and flood problems created thereby.

Linville Creek, Caney Creek and Tres Palacios, Texas, in the interest of flood control and related purposes.

Oso Creek, Texas, in the interest of flood control and related purposes.

Maldaket, Smith's Point and Broad Creek, Massachusetts, in the interest of flood control, hurricane protection, navigation and related purposes.

Streams at and in the vicinity of the Spring Mountain Youth Camp, Spring Mountain Range, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Virgin River, at and in the vicinity of Bunkerville, Mesquite, and Riverside, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Cuyahoga River from Upper Kent to Portage Trail in Cuyahoga Falls, Ohio, in the interest of flood control, pollution abatement, low flow regulation, and other allied water purposes.

Kaliki Stream, Honolulu, Oahu, Hawaii.

SEC. 220. Title II of this Act may be cited as the "Flood Control Act of 1968".

TITLE III—RIVER BASIN MONETARY AUTHORIZATIONS

SEC. 301. That (a) in addition to previous authorizations, there is hereby authorized to be appropriated for the prosecution of the comprehensive plan of development of each river basin under the jurisdiction of the Secretary of the Army referred to in the first column below, which was basically authorized by the Act referred to by date of enactment in the second column below, an amount not to exceed that shown opposite such river basin in the third column below:

Basin	Act of Congress	Amount
Alabama-Coosa River...	Mar. 2, 1945	\$29,000,000
Arkansas River...	June 22, 1932	102,000,000
Brazos River.....	Sept. 2, 1954	2,000,000
Central and southern Florida..	June 30, 1942	16,000,000
Columbia River.....	June 22, 1932	122,000,000
Missouri River.....	June 22, 1932	32,000,000
Ohio River.....	June 22, 1932	26,000,000
Quachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River...	May 17, 1950	12,000,000
Upper Mississippi River...	June 22, 1932	6,000,000
White River...	June 22, 1932	2,000,000

(b) The total amount authorized to be appropriated by this section shall not exceed \$466,000,000.

SEC. 302. In addition to the previous authorization, the completion of the system of flood control reservoirs on the West Branch Susquehanna River, Pennsylvania, authorized by the Flood Control Act of 1954, is hereby authorized at an estimated cost of \$3,000,000.

SEC. 303. Title III of this Act may be cited as the "River Basin Monetary Authorization Act of 1968".

And the House agree to the same.

JOHN A. BLATNIK,
ROBERT E. JONES,
JIM WRIGHT,
ED EDMONDSON,
HAROLD JOHNSON,
WILLIAM C. CRAMER,
WILLIAM H. HARSHA,
DON CLAUSEN,

Managers on the Part of the House.

JENNINGS RANDOLPH,
STEPHEN M. YOUNG,
EDMUND S. MUSKIE,
ERNEST GRUENING,
B. EVERETT JORDAN,
JOHN SHERMAN COOPER,
HIRAM L. FONG
GEORGE L. MURPHY,

Managers on the Part of the Senate.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon by the conferees and recommended in the accompanying conference report:

The differences between the House amendment to the text of the Senate bill and the substitute agreed to in conference are noted below, except for clerical corrections, incidental changes made necessary by reason of agreements reached by the conferees, and minor drafting and clarifying changes.

NAVIGATION

PORT JEFFERSON HARBOR

The Senate bill authorized the project at Port Jefferson Harbor, N. Y., House Document No. 277, 90th Congress, at an estimated cost of \$2,455,000.

The House amendment did not authorize this project.

The conference substitute is the same as the Senate bill.

GULF INTRACOASTAL WATERWAY

The House amendment contained the project for the Gulf Intracoastal Waterway, St. Marks to Tampa Bay, Fla., with a limitation of not to exceed \$40,000,000.

The Senate bill did not contain this project.

The conference substitute is the same as the House amendment except that a further limitation has been added that construction of the project is not to be initiated until the plan for it is approved by the Secretary of the Army and the President.

RED RIVER WATERWAY

The proposed conference substitute is the same as the House amendment. However, the conferees expect that prior to expenditure of funds for construction of the bank stabilization work extending from Index, Ark., to Denison Dam, Tex., the Chief of Engineers will submit to Congress the report with respect to the Federal responsibility for such work, in accordance with section 120 of the conference substitute.

NORTHERN EMBARCADERO

Section 114 of the House amendment declared a portion of the Northern Embarcadero, San Francisco, Calif., as nonnavigable. This

declaration, however, would apply only to so much of the area as is bulkheaded and filled.

The Senate bill contained no comparable provision.

The conference substitute is the same as the House amendment with the exception that the declaration of nonnavigable is to apply only to that portion of the area bulkheaded and filled or occupied by permanent pile-supported structures.

DRIFT AND DEBRIS REMOVAL AND BEACH EROSION

The Senate bill in section 111 established a general policy on drift removal from federally authorized navigation projects.

Section 112 of the Senate bill authorized a general survey of the nature and scope of problems resulting from stream bank erosion throughout the United States.

The House amendment contained no comparable provisions.

The conference substitute authorizes the Secretary of the Army to make studies of the nature and scope of damages resulting from stream bank erosion throughout the United States with a view for determining the needs for and feasibility of coordinated programs of stream bank protection as well as a study of the need for and feasibility of a program for the removal and disposal of drift and other debris, including abandoned vessels from public harbors and channels under the jurisdiction of the Department of the Army. This report is to be made to Congress no later than a year after the date of enactment of this act with recommendations.

FLOOD CONTROL

NAVASOTA RIVER BASIN

The Senate bill authorized the project for the Navasota River, Tex., at an estimated cost of \$119,707,000 with a proviso, however, that Navasota No. 2 reservoir not be initiated until the President has approved a report prepared by the Secretary of the Army reexamining the basis on which the project was formulated.

The House amendment authorized that project for flood protection with the requirement, however, in lieu of the Senate proviso, that Navasota No. 2 reservoir shall be constructed first and authorized \$55,487,000 for construction of that reservoir.

The conference substitute authorizes the project on the Navasota River substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 341, 90th Congress, at an estimated cost of \$119,707,000, thus, eliminating the exceptions and limitations placed on the project by both bodies.

WABASH RIVER BASIN

The Senate bill authorized the project on the Wabash River Basin substantially in accordance with the recommendations of the Chief of Engineers at an estimated cost of \$115,740,000.

The House amendment authorized that project with the exception that Big Walnut Reservoir was specifically authorized at not more than \$37,100,000 for the construction of that reservoir.

The conference substitute authorized the project on the Wabash River Basin substantially in accordance with the recommendations of the Chief of Engineers in Senate Document No. 96, 90th Congress, and also authorized the Big Walnut Dam and Reservoir as the plan for such project is set forth in the report of the Chief of Engineers contained in that Senate document.

The conference substitute further authorizes an appropriation of \$50,000,000 for initiation of partial accomplishment of the project with the exception that the construction of the Big Walnut Dam and Reservoir is not to begin until the President shall have approved the beginning of construction.

MISSOURI RIVER BASIN

Both the Senate bill and the House amendment authorized the project for flood protection on the Big Sioux River at and in the vicinity of Sioux City, Iowa, with a requirement that there be mutual agreement between the States involved on a flood control plan and a plan for mitigation of fish and wildlife losses. The Senate bill required this agreement to be reached in 3 months following the completion of the reservoir study, and the House amendment extended that time limit to 1 year and 3 months. The conference substitute requires agreement to be reached in 6 months following completion of such study.

LAND ACQUISITION

Both the Senate bill and House amendment authorized the Secretary of the Army to acquire land on the request of States for resettlement of families, individuals, and businesses displaced by water resources projects. The State has to repay to the Federal Government the cost of such land acquisition and resettlement.

The conference substitute is the same as both the Senate bill and House amendment with the exception of a technical amendment to assure that a State may repay these expenses with funds made available to it by any other Federal department, agency, or instrumentality having authority to make these funds available for this purpose.

BIG SOUTH FORK, CUMBERLAND RIVER

The Senate bill authorized the project for the Devils Jumps Dam and Reservoir, Big South Fork of the Cumberland River, in accordance with the recommendations of the Chief of Engineers at an estimated cost of \$151,000,000.

The House amendment did not contain this project.

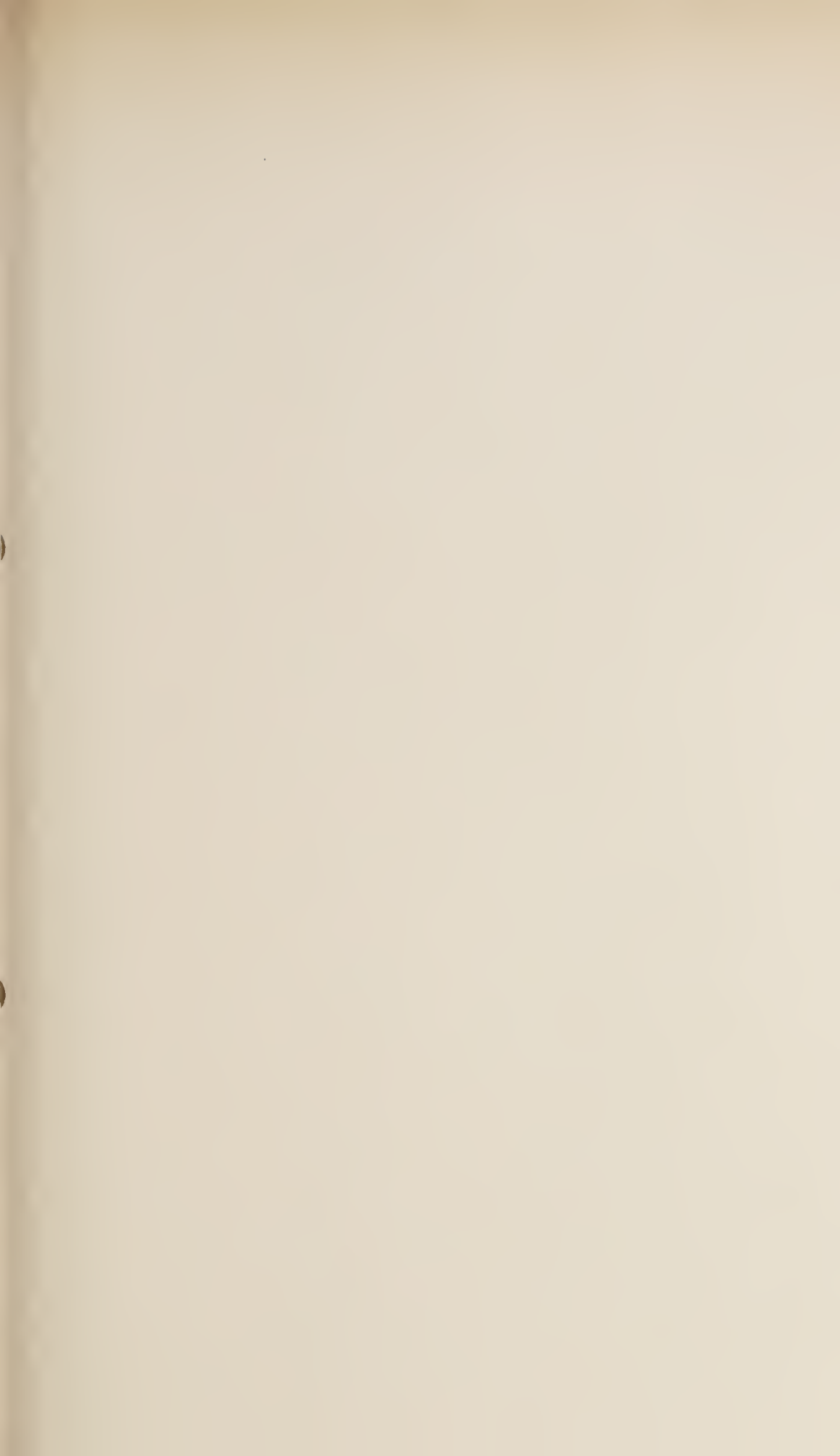
The conference substitute directs the Chief of Engineers to review this project and report to Congress by December 31, 1969, on the feasibility of the project for the purposes of House Document No. 175, 87th Congress. The Chief of Engineers and the Secretary of the Interior and the Secretary of Agriculture are to review and prepare such alternative plans as they determine feasible and appropriate for the use of the Big South Fork of the Cumberland River and its tributaries, Kentucky and Tennessee, and necessary contiguous areas for recreational, conservation, or preservation uses of such area and report to Congress no later than December 31, 1969. The construction of

the project and any alternate thereto is not to be initiated until these reports are made and these projects are approved by Congress.

JOHN A. BLATNIK,
ROBERT E. JONES,
JIM WRIGHT,
ED EDMONDSON,
HAROLD JOHNSON,
WILLIAM C. CRAMER,
WILLIAM H. HARSHA,
DON CLAUSEN,

Managers on the Part of the House.





Conable	Joelson	Railsback
Corbett	Johnson, Calif.	Randall
Cowger	Johnson, Pa.	Reid, Ill.
Culver	Jonas	Reifel
Cunningham	Jones, Ala.	Reinecke
Curtis	Jones, Mo.	Rhodes, Pa.
Daddario	Jones, N.C.	Riegle
Daniels	Karth	Rivers
Davis, Ga.	Kazen	Roberts
Dawson	Kee	Robison
de la Garza	Keith	Rodino
Delaney	Kelly	Rogers, Colo.
Dellenback	King, N.Y.	Rogers, Fla.
Denney	Kleppe	Ronan
Dent	Kluczynski	Rooney, N.Y.
Derwinski	Kornegay	Rooney, Pa.
Devine	Kuykendall	Rostenkowski
Dickinson	Kyl	Roth
Dingell	Kyros	Roudebush
Donohue	Landrum	Roush
Dorn	Langen	Rumsfeld
Dow	Latta	Ruppe
Dowdy	Leggett	St Germain
Downing	Lennon	St. Onge
Dulski	Lloyd	Sandman
Duncan	Long, Md.	Satterfield
Dwyer	McClory	Saylor
Edmondson	McCloskey	Schadeberg
Edwards, Ala.	McClure	Schaefer
Edwards, La.	McCulloch	Schwengel
Eilberg	McDade	Scott
Erlenborn	McDonald,	Selden
Esch	Mich.	Shipley
Eshleman	McEwen	Shriver
Evans, Colo.	McFall	Sikes
Everett	McMillan	Sisk
Fallon	Macdonald,	Slack
Fascell	Mass.	Smith, Calif.
Feighan	MacGregor	Smith, Iowa
Findley	Machen	Smith, N.Y.
Fisher	Madden	Smith, Okla.
Flynt	Mahon	Snyder
Foley	Mailliard	Springer
Ford, Gerald R.	Marsh	Stafford
Ford,	Martin	Staggers
William D.	Mathias, Calif.	Stanton
Fountain	Matsunaga	Steiger, Ariz.
Friedel	May	Steiger, Wis.
Fulton, Pa.	Mayne	Stephens
Fuqua	Meeds	Stratton
Gallifanakis	Meskill	Stubblefield
Gallagher	Miller, Calif.	Stuckey
Gardner	Miller, Ohio	Sullivan
Garmatz	Mills	Taft
Gathings	Minish	Talcott
Gettys	Mink	Taylor
Gialmo	Minshall	Teague, Calif.
Gibbons	Mize	Teague, Tex.
Gonzalez	Monagan	Thompson, N.J.
Goodling	Montgomery	Thomson, Wis.
Green, Oreg.	Moore	Tiernan
Green, Pa.	Moorhead	Tuck
Griffin	Morgan	Tunney
Griffiths	Morton	Udall
Gross	Moss	Ullman
Grover	Murphy, Ill.	Utt
Gude	Murphy, N.Y.	Van Deerlin
Gurney	Myers	Vander Jagt
Hagan	Natcher	Vanik
Haley	Nichols	Vigorito
Hall	Nix	Waldie
Halleck	O'Hara, Ill.	Walker
Hamilton	O'Hara, Mich.	Watkins
Hammer-	O'Konski	Watts
schmidt	Olsen	Whalen
Hanley	O'Neal, Ga.	Whalley
Hanna	O'Neill, Mass.	White
Hansen, Wash.	Passman	Whitener
Hardy	Patman	Whitten
Harrison	Patten	Widnall
Harsha	Pelly	Wiggins
Harvey	Pepper	Williams, Pa.
Hathaway	Perkins	Willis
Hays	Pettis	Wilson, Bob
Heckler, Mass.	Philbin	Wilson,
Henderson	Pickle	Charles H.
Hicks	Pike	Winn
Horton	Pirnie	Wolff
Hosmer	Poage	Wright
Howard	Podell	Wyatt
Hull	Poff	Wylder
Hungate	Pollock	Wylie
Hunt	Price, Ill.	Wyman
Hutchinson	Price, Tex.	Yates
Ichord	Pryor	Young
Irwin	Pucinski	Zablocki
Jacobs	Purcell	Zion
Jarman	Quillen	Zwach

NOT VOTING—51

Adair	Blanton	Conte
Anderson,	Blatnik	Corman
Tenn.	Bolton	Cramer
Battin	Burke, Fla.	Davis, Wis.
Blackburn	Burton, Utah	Diggs

Dole	Herlong	Nelsen
Evins, Tenn.	Holifield	Quie
Fino	Holland	Rarick
Flood	Karsten	Resnick
Frelinghuysen	King, Calif.	Rhodes, Ariz.
Fulton, Tenn.	Kirwan	Schweiker
Goodell	Kupferman	Steed
Gray	Laird	Tenzer
Gubser	Lipscomb	Thompson, Ga.
Hansen, Idaho	Long, La.	Waggonner
Hawkins	Lukens	Wampler
Hébert	Morris, N. Mex.	Watson

So the motion to recommit was rejected.

The Clerk announced the following pairs:

Mr. Kirwan with Mrs. Bolton.
 Mr. Hébert with Mr. Rhodes of Arizona.
 Mr. Blanton with Mr. Nelsen.
 Mr. Anderson of Tennessee with Mr. Battin.
 Mr. Kupferman with Mr. Frelinghuysen.
 Mr. Evins of Tennessee with Mr. Adair.
 Mr. Fulton of Tennessee with Mr. Gubser.
 Mr. Waggonner with Mr. Wampler.
 Mr. Tenzer with Mr. Fino.
 Mr. King of California with Mr. Lipscomb.
 Mr. Blatnik with Mr. Quie.
 Mr. Long of Louisiana with Mr. Hansen of Idaho.
 Mr. Morris of New Mexico with Mr. Davis of Wisconsin.
 Mr. Flood with Mr. Laird.
 Mr. Holifield with Mr. Burton of Utah.
 Mr. Hawkins with Mr. Dole.
 Mr. Steed with Mr. Lukens.
 Mr. Gray with Mr. Conte.
 Mr. Corman with Mr. Burke of Florida.
 Mr. Holland with Mr. Thompson of Georgia.
 Mr. Diggs with Mr. Schweiker.
 Mr. Resnick with Mr. Goodell.
 Mr. Rarick with Mr. Cramer.
 Mr. Karsten with Mr. Watson.
 Mr. Herlong with Mr. Blackburn.

Mr. MOSHER changed his vote from "nay" to "yea."

Mrs. HECKLER of Massachusetts and Mr. KYROS changed their votes from "yea" to "nay."

The result of the vote was announced as above recorded.

The doors were opened.

The SPEAKER. The question is on the passage of the bill.

The bill was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. SIKES. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to extend their remarks on the bill just passed and to include extraneous matter.

The SPEAKER. Is there objection to the request of the gentleman from Florida?

There was no objection.

PERMISSION TO FILE REPORT ON S. 3710, OMNIBUS RIVERS AND HARBORS BILL

Mr. EDMONDSON. Mr. Speaker, I ask unanimous consent that the Committee on Public Works may have until midnight tonight to file a report on S. 3710, authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

CONFERENCE REPORT (H. REPT. NO. 1819)

The committee of conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its disagreement to the amendment of the House and agree to the same with an amendment as follows: In lieu of the matter proposed to be inserted by the House amendment insert the following:

"TITLE I—RIVERS AND HARBORS

"Sec. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated. The provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full.

"NAVIGATION

"Ipswich River, Massachusetts: House Document Numbered 265, Ninetieth Congress, at an estimated cost of \$616,000;

"Fall River Harbor, Massachusetts and Rhode Island: House Document Numbered 175, Ninetieth Congress, at an estimated cost of \$8,762,000;

"Bristol Harbor, Rhode Island: House Document Numbered 174, Ninetieth Congress, at an estimated cost of \$873,000;

"Port Jefferson Harbor, New York: House Document Numbered 277, Ninetieth Congress, at an estimated cost of \$2,455,000;

"Hempstead Harbor, New York: House Document Numbered 101, Ninetieth Congress, at an estimated cost of \$703,000;

"Cooper River, Charleston Harbor, South Carolina: Senate Document Numbered 88, Ninetieth Congress, at an estimated cost of \$35,381,000;

"Miami Harbor, Florida: Senate Document Numbered 93, Ninetieth Congress, at an estimated cost of \$6,476,000;

"Gulf Intracoastal Waterway, St. Marks to Tampa Bay, Florida: Chief of Engineers' Report dated June 6, 1968, except that (1) not to exceed \$40,000,000 is authorized for initiation of such project, and (2) construction of this project shall not be initiated until such plan is approved by the Secretary of the Army and the President;

"Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana: House Document Numbered 155, Ninetieth Congress, at an estimated cost of \$8,645,000;

"Red River Waterway, Louisiana, Texas, Arkansas, and Oklahoma: House Document Numbered 304, Ninetieth Congress, except that not to exceed \$50,000,000 is authorized for initiation of such project;

"Mississippi River-Gulf Outlet, Michoud Canal, Louisiana: Senate Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,300,000;

"Mississippi River Outlets, Venice, Louisiana: House Document Numbered 361, Ninetieth Congress, at an estimated cost of \$4,520,000;

"Yazoo River, Mississippi: House Docu-

ment Numbered 342, Ninetieth Congress, at an estimated cost of \$52,147,000;

"Corpus Christi Ship Canal, Texas: Senate Document Numbered 99, Ninetieth Congress, at an estimated cost of \$19,042,000;

"Mouth of the Colorado River, Texas: Senate Document Numbered 102, Ninetieth Congress, at an estimated cost of \$8,000,000;

"Wilson Harbor, New York: House Document Numbered 112, Ninetieth Congress, at an estimated cost of \$198,000;

"Cattaraugus Creek Harbor, New York: House Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,315,000;

"Hamlin Beach State Park, New York: House Document Numbered 358, Ninetieth Congress, at an estimated cost of \$500,000;

"Forestville Harbor, Michigan: House Document Numbered 183, Ninetieth Congress, at an estimated cost of \$538,000;

"Tawas Bay Harbor, Michigan: House Document Numbered 189, Ninetieth Congress, at an estimated cost of \$466,000;

"Detroit River, Trenton Channel, Michigan: House Document Numbered 338, Ninetieth Congress, at an estimated cost of \$31,300,000;

"Snohomish River (Everett Harbor), Washington: House Document Numbered 357, Ninetieth Congress, at an estimated cost of \$1,108,000;

"Humboldt Harbor and Bay, California: House Document Numbered 330, Ninetieth Congress, at an estimated cost of \$2,430,000;

"Port Hueneme, California: House Document Numbered 362, at an estimated cost of \$1,000,000;

"Ventura Marina, California: House Document Numbered 356, at an estimated cost of \$1,540,000;

"San Diego Harbor, California: House Document Numbered 365, Ninetieth Congress, at an estimated cost of \$5,360,000;

"Kake Harbor, Alaska: Senate Document Numbered 70, Ninetieth Congress, at an estimated cost of \$1,760,000;

"King Cove Harbor, Alaska: Senate Document Numbered 13, Ninetieth Congress, at an estimated cost of \$522,000;

"Sergius and Whitestone Narrows, Alaska: Senate Document Numbered 95, Ninetieth Congress, at an estimated cost of \$3,030,000;

"Coasts of Hawaiian Islands, Harbors for Light Draft Vessels: House Document Numbered 353, Ninetieth Congress, at an estimated cost of \$1,256,000.

"BEACH EROSION

"Brevard County, Florida: House Document Numbered 352, Ninetieth Congress, at an estimated cost of \$680,000.

"SEC. 102. The project for beach erosion control, Fort Pierce, Florida, authorized by the River and Harbor Act of 1965 (79 Stat. 1089, 1092) in accordance with the recommendations of the Chief of Engineers in House Document Numbered 84, Eighty-ninth Congress, is hereby modified to provide for construction of the project and periodic nourishment for ten years by the Secretary of the Army, acting through the Chief of Engineers. In addition to applicable requirements of local cooperation set forth in the aforementioned report of the Chief of Engineers, local interests shall, prior to construction, give assurances satisfactory to the Secretary of the Army that they will—

"(1) contribute in cash, either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction or nourishment schedules, as determined by the Chief of Engineers, all costs of initial construction and periodic nourishment for ten years exclusive of costs assigned to the Federal Government in the aforementioned recommendations of the Chief of Engineers; and

"(2) hold and save the United States free from damages due to the construction works.

"SEC. 103. (a) That section 2 of the Act entitled 'An Act authorizing the Secretary

of War to sell and convey to the town of Marmet, West Virginia, two tracts of land to be used for municipal purposes', approved July 8, 1942 (56 Stat. 651) is hereby amended by deleting the period after the words 'related municipal purposes' and inserting thereafter the phrase 'including firefighting facilities and structures'.

"(b) The Secretary of the Army is authorized and directed to issue to the town of Marmet, West Virginia, without monetary consideration therefor, such written instruments as may be necessary to carry out the provisions of this section.

"SEC. 104. (a) That notwithstanding any other provision of law, the Secretary of the Army or his designee, is authorized and directed to convey to the State of West Virginia, subject to the terms and conditions hereinafter stated, and to such other terms and conditions as the Secretary of the Army, or his designee, shall deem to be in the public interest, all right, title, and interest of the United States in and to certain real property, together with improvements thereon, located at Ohio River locks and dams numbered 16, 19, 20, and 21 in West Virginia as described in subsection (b) of this section. No property shall be conveyed under authority of this section until these locks and dams have been determined by the Secretary to be in excess to the requirements of the Department of the Army and suitable replacement facilities are in operation under the Ohio River navigation modernization program. The Secretary may make such prior disposition of such facilities and improvements on such lands as he deems to be in the best interest of the United States.

"(b) The real property authorized for conveyance by subsection (a) of this section comprise all or portions of such lands and improvements as may be determined excess of four lock and dam projects on the Ohio River in the State of West Virginia and designated as, number 16 (Willow Island Pool) in Tyler County, numbers 19 and 20 (Belleville Pool) in Wood County, and number 21 (Racine Pool) in Jackson County. The exact descriptions and acreage to be determined by the Secretary by accurate surveys, the cost of which is to be borne by the State of West Virginia.

"(c) The conveyance authorized herein shall provide that said property shall be used only for public park and recreation purposes and such other uses directly related to programs of the West Virginia Department of Natural Resources, and if it ever ceases to be used for such purposes, title to said property shall immediately revert to the United States. Any deed of conveyance shall also be subject to and include the following additional terms and conditions:

"(1) The State of West Virginia shall pay the United States as consideration for the conveyance 50 per centum of the current fair market value of the property as determined by the Secretary of the Army.

"(2) There shall be reserved to the United States such flowage easements and rights-of-way for roads and utility lines as the Secretary determines may be required for other navigation projects.

"(3) Such other restrictions, terms, and conditions as the Secretary deems necessary to protect the interests of the United States

"(d) Any moneys paid for the conveyances referred to herein shall be covered into the United States Treasury as miscellaneous receipts.

"SEC. 105. (a) That the Secretary of the Army shall convey, without monetary consideration, to the city of Buffalo, New York, all right, title, and interest of the United States in and to certain real property underlying Lake Erie containing approximately 46.01 acres and more particularly described in subsection (b) of this section, on condition that such real property be used for public park and recreational development

purposes and if such property shall ever cease to be used for such purposes, title thereto shall revert to the United States.

"(b) The real property referred to in this section is more particularly described as follows:

"(1) PARCEL E.—Beginning at the point of intersection of the south line of outer lot 39 prolonged and the shoreline of Lake Erie as established in 1846, which point bears south feet, more or less, from United States Monument numbered 7, which monument is the southeasterly corner of the said outer lot 39;

"thence southwesterly at right angles with the established harbor line 1,140 feet, more or less, to the said harbor line;

"thence northwesterly along said harbor line, 1,310 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and a line 330 feet northerly at right angles from and parallel with the south line of outer lot 36;

"thence northeasterly at right angles with said harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846;

"thence southeasterly along said shoreline of Lake Erie 1,320 feet, more or less, to the point of beginning containing 34.04 acres, more or less.

"(2) PARCEL C-B.—Beginning at the point of intersection of the shoreline of Lake Erie with the northerly line of land deeded to the United States Government, October 21, 1846, said line also extending in a due east and west direction and passing through the northwest corner of outer lot 36 (United States Monument No. 2), said point of beginning being also 480 feet, more or less, west of the said northwest corner of outer lot 36;

"thence southeasterly along said shoreline of Lake Erie in 1846 a distance of 470 feet, more or less, to the intersection with a line 330 feet northerly at right angles from and parallel with the south line of lot 36, said line being also the north line of lands deeded to the United States Government, September 25, 1847;

"thence southwesterly at right angles to establish harbor line 1,115 feet, more or less, to the established harbor line;

"thence northwesterly along said harbor line 465 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and the line extending in a due east and west direction and passing through the northwest corner of outer lot 36;

"thence easterly at right angles to established harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846, which is the above referenced point of beginning, containing 11.97 acres, more or less.

"(c) Any deed of conveyance made pursuant to this section shall reserve to the United States, for a period not to exceed seven years, the right to use such lands for a spoil disposal area for materials dredged from the Buffalo Harbor Project, including the right to place structures thereon and to perform all other actions incident to such use, together with the rights of ingress and egress thereto. Such deed shall contain such additional terms and conditions as may be determined by the Secretary of the Army to be necessary to protect the interest of the United States.

"SEC. 106. (a) The Chief of Engineers, Department of the Army, under the direction of the Secretary of the Army, shall make an appraisal investigation and study, including a review of any previous relevant studies and reports, of the Atlantic, Gulf, and Pacific coasts of the United States, the coasts of Puerto Rico and the Virgin Islands, and the shorelines of the Great Lakes, including estuaries and bays thereof, for the purpose of (1) determining areas along such coasts

and shorelines where significant erosion occurs; (2) identifying those areas where erosion presents a serious problem because the rate of erosion, considered in conjunction with economic, industrial, recreational, agricultural, navigational, demographic, ecological, and other relevant factors, indicates that action to halt such erosion may be justified; (3) describing generally the most suitable type of remedial action for those areas that have a serious erosion problem; (4) providing preliminary cost estimates for such remedial action; (5) recommending priorities among the serious problem areas for action to stop erosion; (6) providing State and local authorities with information and recommendations to assist the creation and implementation of State and local coast and shoreline erosion programs; (7) developing recommended guidelines for land use regulation in coastal areas taking into consideration all relevant factors; and (8) identifying coastal areas where title uncertainty exists. The Secretary of the Army shall submit to the Congress as soon as practicable, but not later than three years after the date of enactment of this Act, the results of such appraisal investigation and study, together with his recommendations. The views of concerned local, State, and Federal authorities and interests will be taken into account in making such appraisal investigation and study.

"(b) There are authorized to be appropriated such amounts, not to exceed \$1,000,000, as may be necessary to carry out the provisions of this section.

"SEC. 107. That the projects for the Illinois Waterway and Grand Calumet River, Illinois and Indiana (Calumet-Sag navigation project), authorized by the River and Harbor Act of July 24, 1946, are hereby modified substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 45, Eighty-fifth Congress, insofar as such recommendations apply to existing highway bridges in Part II: Grand Calumet River and Indiana Harbor Canal, at an estimated cost of \$33,265,000.

"SEC. 108. (a) Steel Bayou, in Warren, Issaquena, Sharkey, and Washington Counties, Mississippi, Washington Bayou, in Issaquena and Washington Counties, Mississippi, and Lake Washington, in Washington County, Mississippi, are hereby declared to be nonnavigable within the meaning of the laws of the United States.

(b) The project for navigation on Steele Bayou, Washington Bayou, and Lake Washington, authorized by the Rivers and Harbors Acts of July 5, 1884, August 5, 1886, and June 25, 1910, is hereby deauthorized.

"SEC. 109. Section 313 of the Act approved October 27, 1965 (79 Stat. 1073), is amended by deleting the date "June 30, 1968" and substituting in lieu thereof "June 30, 1969".

"SEC. 110. The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to review the requirements of local cooperation for the Ouachita and Black Rivers navigation projects, authorized by the River and Harbor Act of 1950, as amended, with particular reference to Federal and non-Federal cost sharing, and he shall report the findings of such review to Congress within one year after the date of enactment of this Act.

"SEC. 111. The Secretary of the Army, acting through the Chief of Engineers, is authorized to investigate, study, and construct projects for the prevention or mitigation of shore damages attributable to Federal navigation works. The cost of installing, operating, and maintaining such projects shall be borne entirely by the United States. No such project shall be constructed without specific authorization by Congress if the estimated first cost exceeds \$1,000,000.

"SEC. 112. Section 111 of the River and Harbor Act of 1966 (80 Stat. 1417) is amended by adding at the end thereof the following:

"(g) The Secretary of the Interior shall conduct a study of those areas in the vicinity of the Washington Channel in the District of Columbia suitable for public visitor parking facilities. Such study shall, among others, consider existing and future visitation, multiple and alternative areas, methods for providing such facilities, and estimated costs and revenues to be derived therefrom. Not later than one hundred and eighty days after the date funds are appropriated to carry out such study, the Secretary shall submit to the President and Congress a report thereon together with his recommendations, including necessary legislation, if any. There is authorized to be appropriated not to exceed \$100,000 to carry out this subsection."

"SEC. 113. Those portions of the East and Hudson Rivers in New York County, State of New York, lying shoreward of a line within the United States Pierhead Line as it exists on the date of enactment of this Act, and bounded on the north by the north side of Spring Street extended westerly and the south side of Robert F. Wagner, Senior Place extended eastwardly, are hereby declared to be nonnavigable waters of the United States within the meaning of the laws of the United States. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled. Plans for bulkheading and filling shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

"SEC. 114. That portion of the Northern Embarcadero area, beginning at the intersection of the northwesterly line of Bryant Street with the Southwesterly line of Spear Street, which intersection lies on the line of jurisdiction of the San Francisco Port Authority; following thence westerly and northerly along said line of jurisdiction as described in the State of California Harbor and Navigation Code Section 1770, as amended in 1961, to its intersection with the easterly line of Van Ness Avenue produced northerly; thence northerly along said easterly line of Van Ness Avenue produced to its intersection with the United States Government pierhead line; thence following said pierhead line easterly and southerly to its intersection with the northwesterly line of Bryant Street produced northeasterly; thence southwesterly along said northwesterly line of Bryant Street produced to the point of beginning, is hereby declared to be nonnavigable waters within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all or any part of the described area. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled or are occupied by permanent pile-supported structures. Plans for bulkheading and filling and permanent pile-supported structures shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling and permanent pile-supported structures in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

"SEC. 115. That portion of the Northwest Branch of the Patapsco River located generally south of Pratt Street, east of Light Street, north of Key Highway, in the city of Baltimore, State of Maryland, and being more particularly described as all of that portion of the Northwest Branch of the Patapsco River lying west of a series of lines

beginning at the point formed by the intersection of the south side of Pratt Street, as now laid out, and the west side of Pier 3 and running thence binding on the west side of Pier 3, south 04 degrees 19 minutes 47 seconds east 726.59 feet to the southwest corner of Pier 3; thence crossing the Northwest Branch of the Patapsco River, south 23 degrees 01 minutes 15 seconds west 855.36 feet to the point formed by the intersection of the existing pierhead and bulkhead line and the east side of Battery Avenue, last said point of intersection being the end of the first line of the fourth parcel of land conveyed by J. and F. Realty, Incorporated by Allegheny Pepsi-Cola Bottling Company by deed dated December 22, 1965, and recorded among the Land Record of Baltimore City in Liber J. F. C. numbered 2006 folio 345, the location of said pierhead and bulkhead line is based upon the Corps of Engineers, Baltimore District, Baltimore, Maryland, coordinate value for station LIV of said pierhead and bulkhead line, the coordinate value as referred to the Lambert grid plane coordinate system for the State of Maryland of said station LIV being east 2,111,161.40, north 527,709.27 and thence binding on the east side of Battery Avenue, south 03 degrees 09 minutes 07 seconds east 568 feet, more or less, to intersect the north side of Key Highway as now laid out and located is hereby declared to be not a navigable stream of the United States within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all or any part of the described area.

"SEC. 116. (a) The Secretary of the Army is authorized and directed to remove from the Potomac River and to destroy the abandoned ships, ships' hulls, and pilings, located in Mallow's Bay, between Sandy Point and Liverpool Point, Charles County, Maryland, and at Wide Water, south of Quantico, Virginia, and any other abandoned ships formerly among those in Mallow's Bay or at Wide Water which have drifted from those locations. Local interests shall contribute 50 percent of the cost of such work.

"(b) There is authorized to be appropriated such amounts, not to exceed \$175,000.

"SEC. 117. The Chief of Engineers, under the direction of the Secretary of the Army, is hereby authorized to maintain authorized river and harbor projects in excess of authorized project depths where such excess depths have been provided by the United States for defense purposes and whenever the Chief of Engineers determines that such waterways also serve essential needs of general commerce.

"SEC. 118. (a) Section 5 of the Act entitled 'An Act creating the City of Clinton Bridge Commission and authorizing said commission and its successors to acquire by purchase or condemnation and to construct, maintain, and operate a bridge or bridges across the Mississippi River at or near Clinton, Iowa, at or near Fulton, Illinois', approved December 21, 1944, as revised, amended, and reenacted, is hereby amended by inserting '(a)' immediately after 'Sec. 5.' and by adding at the end of such section the following new subsection:

"(b) In addition to the method of payment provided in subsection (a) of this section, the commission and its successors and assigns are hereby authorized to provide for the payment of the cost of dismantling one bridge and of constructing as a replacement therefor a new bridge (including necessary approaches and approach highways) either entirely from a construction fund created in accordance with section 6 of this Act or from both such construction fund and from bonds issued and sold in accordance with subsection (a) of this section. The cost of any bridge constructed under this subsection (together with approaches and approach highways) shall include all costs and expenses included

in the case of a bridge constructed under authority of subsection (a) of this section (including its approaches and approach highways).'

"(b) The first sentence of section 6 of such Act of December 21, 1944, is amended by striking out the period at the end thereof and inserting in lieu thereof a comma and the following: 'and, if the Commission determines it advisable to do so, to provide a construction fund specifically to pay the cost of dismantling one bridge and constructing a new bridge to replace it as authorized by subsection (b) of section 5 of this Act.'

"(c) Section 6 of such Act of December 21, 1944, is further amended by adding immediately following the third sentence of such section the following new sentence: 'If no bonds or notes are outstanding or if a sinking fund specifically for payment of all outstanding bonds and notes shall have been provided, the remainder of such tolls may, if the Commission determines it advisable to do so, be placed in a construction fund for use in accordance with subsection (b) of section 5 of this Act.'

"(d) The first sentence of subsection (a) of section 8 of such Act of December 21, 1944, is amended by inserting immediately after 'solely for that purpose,' the following: 'and after any bridge constructed under authority of section 5(b) of this Act shall have been paid for, or sufficient funds are available in the construction fund authorized by section 6 to pay for such bridge.'

"(e) The amendments made by this section shall be inapplicable insofar as they authorize the construction of a bridge or bridges unless actual construction thereof is commenced within five years from the date of enactment of this section and such construction is completed by January 1, 1980.

"Sec. 119. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following locations and subject to all applicable provisions of section 110 of the River and Harbor Act of 1950:

"Back River, Maryland, from Chesapeake Bay to the city of Baltimore's waste water treatment plants.

"Savannah and Tennessee Rivers, with a view to determining the advisability of providing a waterway connecting the rivers by canals and appurtenant facilities and a waterway connecting Charleston and Port Royal, South Carolina, with the lower Savannah River.

"Lake Superior, with a view to determining the advisability of a waterway connecting the lake and the Mississippi River.

"Sec. 120. (a) The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to make studies of:

"(1) The nature and scope of the damages which result from streambank erosion throughout the United States, with a view toward determining the need for, and the feasibility of, a coordinated program of streambank protection in the interests of reducing damages from the deposition of sediment in reservoirs and waterways, the destruction of channels and adjacent lands, and other adverse effects of streambank erosion.

"(2) The need for and the feasibility of a program for the removal and disposal of drift and other debris, including abandoned vessels, from public harbors and associated channels under the jurisdiction of the Department of the Army.

"(b) The Secretary shall report to Congress, not later than one year after the date of enactment of this Act, the results of such studies together with his recommendations in connection therewith, including an appropriate division of responsibility between Federal and non-Federal interests.

"Sec. 121. Title I of this Act may be cited as the 'River and Harbor Act of 1968'.

"TITLE II—FLOOD CONTROL

"Sec. 201. Section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, except as otherwise provided by law. The authorization for any flood control project herein authorized by this Act requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Secretary of the Army or his designee of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

"Sec. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

"Sec. 203. The following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein. The necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations hereafter made for flood control so as to be ready for rapid inauguration of a construction program. The projects authorized in this title shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements. Penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

"LOWER CHARLES RIVER, MASSACHUSETTS

"The project for flood control on the Lower Charles River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 370, Ninetieth Congress, at an estimated cost of \$18,620,000.

"CONNECTICUT RIVER BASIN

"The project for the Beaver Brook Dam and Reservoir, Beaver Brook, New Hampshire, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 68, Ninetieth Congress, at an estimated cost of \$1,185,000.

"The project for flood protection on Park River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 43, Ninetieth Congress, at an estimated cost of \$30,300,000.

"LONG ISLAND SOUND

"The project for flood protection on Norwalk River, Connecticut and New York, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 51, Ninetieth Congress, at an estimated cost of \$2,700,000.

"DELAWARE-ATLANTIC COASTAL AREA

"The project for hurricane-flood protection and beach erosion control along the Delaware Coast from Cape Henlopen to Fenwick Island, at the Delaware-Maryland State Line is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers, in Senate Document Numbered 90, Ninetieth Congress, at an estimated cost of \$5,584,000.

"RAPPAHANNOCK RIVER BASIN

"The project for the Salem Church Dam and Reservoir, Rappahannock River, Virginia, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 37, Ninetieth Congress, at an estimated cost of \$79,500,000.

"CAPE FEAR RIVER BASIN

"The project for the Randleman Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress at an estimated cost of \$19,463,000.

"The project for the Howards Mill Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress, at an estimated cost of \$12,460,000.

"SOUTH ATLANTIC COASTAL AREA

"The project for beach erosion control and hurricane flood protection of Dade County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 335, Ninetieth Congress, at an estimated cost of \$11,805,000.

"HILLSBOROUGH BAY, FLORIDA

"The project for hurricane-flood control protection on Hillsborough Bay, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 313, Ninetieth Congress, at an estimated cost of \$9,909,000, except that construction of the barrier across Hillsborough Bay shall not be undertaken until the Chief of Engineers completes further detailed studies covering related water resource problems, including a comprehensive model study of the entire Tampa Bay area, and until sixty days after the date of submission of a report on such studies to the Committees on Public Works of the Senate and House of Representatives.

"CENTRAL AND SOUTHERN FLORIDA

"The project for Central and Southern Florida, authorized by the Flood Control Act of June 30, 1948, is further modified in accordance with the recommendation of the Chief of Engineers in Senate Document Numbered 101, Ninetieth Congress, at an estimated cost of \$8,072,000, and in accordance with House Document Numbered 369, Ninetieth Congress, at an estimated cost of \$58,182,000.

"PASCAGOULA RIVER BASIN

"The project for the Tallahala Creek Dam and Reservoir, Tallahala Creek, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 143, Ninetieth Congress, at an estimated cost of \$16,360,000.

"LOWER MISSISSIPPI RIVER BASIN

"The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items:

"(1) The project for the St. Francis River Basin, Arkansas and Missouri, authorized by the Flood Control Act approved June 15, 1936 (Public Law 74-678), as modified by

subsequent Acts of Congress, including the Flood Control Act of 1965, Public Law 89-298 is hereby further modified to provide that the requirements of local cooperation for the improvements authorized in the Flood Control Act of 1965, shall conform to those requirements for local cooperation in the Saint Francis River Basin authorized in previous Acts of Congress, substantially as recommended by the Chief of Engineers in Senate Document Numbered 11, Ninetieth Congress.

"(2) Improvements in the Boeuf and Tensas Rivers and Bayou Macon Basin to divert flows that would otherwise enter Lake Chicot, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 168, Ninetieth Congress, at an estimated cost of \$15,240,000, except that prior to initiation of construction of the project, local interests shall agree that no fees shall be charged for admission to Lake Chicot and to public recreation areas adjoining Lake Chicot and that user fees at such lake and areas shall be devoted to recreation purposes.

"(3) Improvements in the Belle Fountain ditch and tributaries, Missouri, and Drainage District Number 17, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 339, Ninetieth Congress, at an estimated cost of \$4,638,000.

"WHITE RIVER BASIN

"The project for flood protection on Crooked Creek and in the vicinity of Harrison, Arkansas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 28, Ninetieth Congress, at an estimated cost of \$2,840,000.

"BRAZOS RIVER BASIN

"The project for the Aquilla Dam and Reservoir, Aquilla Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 52, Ninetieth Congress, at an estimated cost of \$23,612,000.

"NAVASOTA RIVER BASIN

"The project for the Navasota River, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 341, Ninetieth Congress, at an estimated cost of \$119,707,000.

"CLEAR CREEK, TEXAS

"The project for flood protection on Clear Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 351, Ninetieth Congress, at an estimated cost of \$12,600,000.

"PECAN BAYOU, TEXAS

"The project for flood protection on Pecan Bayou, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 350, Ninetieth Congress, at an estimated cost of \$24,861,000.

"GULF OF MEXICO

"The project for hurricane-flood control at Texas City and vicinity, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 187, Ninetieth Congress, at an estimated cost of \$10,990,000.

"UPPER MISSISSIPPI RIVER BASIN

"The project for flood protection on the Mississippi River from Cassville, Wisconsin, to mile 300, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 348, Ninetieth Congress at an estimated cost of \$21,300,000.

"The project for flood protection of State Road and Ebner Coulees, city of La Crosse

and Shelby Township, Wisconsin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 360, Ninetieth Congress at an estimated cost of \$6,849,000.

"RED RIVER OF THE NORTH

"The project for flood protection on the South Branch of the Wild Rice River and Felton Ditch, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 98, Ninetieth Congress, at an estimated cost of \$1,230,000.

"OHIO RIVER BASIN

"The project for flood protection on the Ohio River in Southwestern Jefferson County, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 340, Ninetieth Congress, at an estimated cost of \$19,800,000.

"The project for the Utica Dam and Reservoir and flood protection at Newark, Licking River Basin, Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 337, Ninetieth Congress, at an estimated cost of \$32,953,000.

"WABASH RIVER BASIN

"The project for flood control and related purposes in the Wabash River Basin, Indiana, Illinois, and Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 96, Ninetieth Congress, and the Big Walnut Dam and Reservoir is authorized substantially in accordance with the plan for such project set forth in the report of the Chief of Engineers in said document. There is hereby authorized to be appropriated the sum of \$50,000,000, for initiation and partial accomplishment of the project, except that construction of the Big Walnut Dam and Reservoir shall not be initiated until approved by the President.

"MISSOURI RIVER BASIN

"The project for the Bear Creek Dam and Reservoir, South Platte River, Colorado, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Ninetieth Congress, at an estimated cost of \$32,314,000.

"The project for flood protection on the Big Sioux River at and in the vicinity of Sioux City, Iowa and South Dakota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 94, Ninetieth Congress, at an estimated cost of \$2,750,000. With respect to that portion of the project above Sioux City, Iowa, approved in accordance with House Document Numbered 199, Eighty-eighth Congress, in the Flood Control Act of 1965 (Public Law 89-298), there shall be mutual agreement between the States of Iowa and South Dakota on a flood control plan and a plan for mitigation of fish and wildlife losses with respect to said portion within six months following completion of the reservoir study for the upper basin of the Bix Sioux River and the Rock River now underway and receipt of copies of said report by the Governors of the States of Iowa and South Dakota. If said mutual agreement is not reached within said time, approval of said flood control plan and plan for mitigation of fish and wildlife losses shall be made by a committee consisting of one representative each appointed by the Chief of Engineers, the Secretary of the Interior, and the Secretary of Agriculture.

"The project for flood protection and other purposes in the Papillion Creek Basin, Nebraska, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document

Numbered 349, Ninetieth Congress, at an estimated cost of \$26,800,000.

"The project for the Davids Creek Dam and Reservoir, Nishnabotna River, Iowa, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 142, Ninetieth Congress, at an estimated cost of \$2,040,000.

"The project for flood control and other purposes on the Little Blue River in the vicinity of Kansas City, Missouri, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 169, Ninetieth Congress, at an estimated cost of \$38,492,000.

"The second paragraph under the heading 'Missouri River Basin' of the Act entitled 'An Act authorizing additional appropriations for the prosecution of comprehensive plans for certain river basins', approved December 30, 1963 (77 Stat. 840), is hereby amended to read as follows:

"The comprehensive plan for flood control and other purposes in the Missouri River Basin, authorized by the Flood Control Act of June 28, 1938, as amended and supplemented, is further modified to include such bank protection or rectification works at or below the Garrison Reservoir as in the discretion of the Chief of Engineers and the Secretary of the Army may be found necessary, at an estimated cost of \$7,040,000.'

"JORDAN RIVER BASIN

"The project for the Little Dell Dam and Reservoir, Salt Lake City Streams, Utah, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 53, Ninetieth Congress, at an estimated cost of \$22,664,000.

"SACRAMENTO RIVER BASIN

"The project for flood protection on the Feather River at Chester, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 314, Ninetieth Congress, at an estimated cost of \$940,000.

"SANTA ANA RIVER BASIN

"The project for flood protection, and other purposes on Cucamonga Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 323, Ninetieth Congress, at an estimated cost of \$26,300,000.

"SAN FRANCISCO BAY AREA

"The project for flood control on Alhambra Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 336, Ninetieth Congress, at an estimated cost of \$8,000,000.

"MAD RIVER, CALIFORNIA

"The project for flood control on the Mad River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 359, Ninetieth Congress, at an estimated cost of \$38,600,000.

"SWEETWATER RIVER BASIN

"The project for flood control on the Sweetwater River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 148, Ninetieth Congress, at an estimated cost of \$4,900,000.

"TANANA RIVER BASIN

"The project for flood control in the Tanana River Basin in the vicinity of Fairbanks, Alaska, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 89, Ninetieth Congress, at an estimated cost of \$111,700,000.

"IAO STREAM, HAWAII

"The project for flood protection and other purposes on Iao Stream, Hawaii, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 151, Ninetieth Congress, at an estimated cost of \$1,660,000.

"Sec. 204. The Secretary of the Army, acting through the Chief of Engineers, is authorized to provide such school facilities as he may deem necessary for the education of dependents of persons engaged in the construction of the Dworshak Dam and Reservoir project, Idaho, and to pay for the same from any funds available for such project. When he determines it to be in the public interest, the Secretary, acting through the Chief of Engineers, may enter into cooperative arrangements with local and Federal agencies for the operation of such Government facilities, for the expansion of local facilities at Federal expense, and for contributions by the Federal Government to cover the increased cost to local agencies of providing the educational services required by the Government.

"Sec. 205. The project for flood protection at Ironton, Ohio, authorized by the Flood Control Act of August 28, 1937, is hereby modified so as to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, of aluminum closure structures at gates numbered 10, 17, and 18, located at Second and Orchard Streets, Second Street west of Storms Creek, and Second and Ellison Streets, respectively, at an estimated cost of \$58,000.

"Sec. 206. That, notwithstanding the first proviso in section 201 of the Act entitled 'An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes', approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Weber River, Utah shall expire on April 16, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

"Sec. 207. That, notwithstanding the first proviso in section 201 of the Act entitled 'An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes', approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Pecos River at Carlsbad, New Mexico, shall expire on May 19, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

"Sec. 208. The project for flood protection on the Gila River below Painted Rock Reservoir, Arizona, authorized by the Flood Control Act of 1962 (76 Stat. 1180, 1190), substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 116, Eighty-seventh Congress, is hereby modified to provide that local cooperation shall consist of the requirements that, prior to construction, local interests give assurances satisfactory to the Secretary of the Army that they will: (1) make a cash contribution of \$700,000, to be paid either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction schedules, as determined by the Chief of Engineers, except that the reasonable value, as determined by the Chief of Engineers, of any lands, easements, rights-of-way, and relocations, furnished by the local interests shall be deducted from the required cash contribution; (2) hold and save the United States free from damages due to the construction works; (3) maintain and operate all works

after completion in accordance with regulations prescribed by the Secretary of the Army.

SEC. 209. (a) Whenever any State, or any agency or instrumentality of a State or local government, or any nonprofit incorporated body organized or chartered under the law of the State in which it is located, or any nonprofit association or combination of such bodies, agencies or instrumentalities, shall undertake to secure any lands or interests therein as a site for the resettlement of families; individuals, and business concerns displaced by a river and harbor improvement, flood control or other water resource project duly authorized by Congress, and when it has been determined by the Secretary of the Army that the State is unable to acquire necessary lands or interests in lands or is unable to acquire such lands or interests in lands with sufficient promptness, the Secretary, upon the request of the Governor of the State in which such site is located, and after consultation with appropriate Federal, State, interstate, regional, and local departments and agencies, is authorized, in the name of the United States and prior to the approval of title by the Attorney General, to acquire, enter upon, and take possession of such lands or interests in lands by purchase, donation, condemnation or otherwise in accordance with the laws of the United States (including the Act of February 26, 1931 (46 Stat. 1421)). All expenses of said acquisition and any award that may be made under a condemnation proceeding, including costs of examination and abstract of title, certificate of title, appraisal, advertising, and any fees incident to acquisition, shall be paid by such State or body, agency, or instrumentality. The State, agency, instrumentality, or nonprofit body may repay such amounts from any funds made available to it for such purposes by any Federal department, agency, or instrumentality (other than the Department of the Army) having authority to make funds available for such a purpose. Pending such payment, the Secretary may expend from any funds hereafter appropriated for the project occasioning such acquisition such sums as may be necessary to carry out this section. To secure payment, the Secretary may require any such State or agency, body, or instrumentality to execute a proper bond in such amount as he may deem necessary before acquisition is commenced. Any sums paid to the Secretary by any such State or agency, body or instrumentality shall be deposited in the Treasury to the credit of the appropriation for such project.

"(b) No acquisition shall be undertaken under the authority of this section unless the Secretary has determined, after consultation with appropriate Federal, State, and local governmental agencies that (1) the development of a site is necessary in order to alleviate hardships to displaced persons; (2) the location of the site is suitable for development in relation to present or potential sources of employment; and (3) a plan for development of the site has been approved by appropriate local governmental authorities in the area or community in which such site is located.

"(c) The Secretary is further authorized and directed by proper deed; executed in the name of the United States, to convey any lands or interests in land acquired in any State under the provisions of this section, to the State, or such public or private nonprofit body, agency, or institution in the State as the Governor may prescribe, upon such terms and conditions as may be agreed upon by the Secretary, the Governor, and the agency to which the conveyance is to be made.

"Sec. 210. No entrance or admission fees shall be collected after March 31, 1970, by any officer or employee of the United States at public recreation areas located at lakes and reservoirs under the jurisdiction of the

Corps of Engineers, United States Army. User fees at these lakes and reservoirs shall be collected by officers and employees of the United States only from users of highly developed facilities requiring continuous presence of personnel for maintenance and supervision of the facilities, and shall not be collected for access to or use of water areas, undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided.

"Sec. 211. The Mason J. Niblack levee feature of the project for flood control in the Wabash River Basin, Illinois and Indiana, authorized by the Flood Control Act approved July 24, 1946, is hereby modified to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, and operation and maintenance by local interests, of pumping facilities to remove ponded interior drainage from the area protected by the levee, at an estimated cost of \$500,000.

"Sec. 212. The Secretary of the Army, acting through the Chief of Engineers, is authorized to amend Contract Numbered DA-45-108-CIVENG-66-68, between the United States and the Montana State Highway Commission for the relocation of Montana State Highway 37 in connection with the construction of the Libby Dam project, so as to provide that the design standards for the relocation shall be those adopted by the State of Montana pursuant to the provisions of the Highway Safety Act of 1966 (80 Stat. 731).

"Sec. 213. The project for flood control and improvement of the Lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534) as amended and modified, is further modified to provide pumping plants and other drainage facilities in Cairo, Illinois, and vicinity, to the extent found economically justified by the Chief of Engineers, subject to the conditions that local interests (1) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the work; (2) hold and save the United States free from damages due to the construction work; and (3) maintain and operate all works after completion.

"Sec. 214. The project for the Sanders Creek Red River Basin, Texas, is hereby modified to provide for the acquisition of additional privately owned lands aggregating approximately seven hundred and fifty acres located within the boundaries of former Camp Maxey, Lamar County, Texas, for the purpose of consolidating Federal ownership of areas as may be needed for wildlife purposes in connection with the Pat Mayse Dam and Reservoir project, and to facilitate the establishment of a wildlife refuge or wildlife management area. The lands so acquired will be made available to the Secretary of the Interior or to the State of Texas in accordance with established administrative procedures pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.). The acquisition of such lands may be deferred until such time as assurances are given, satisfactory to the Chief of Engineers, that a wildlife refuge or wildlife management area will be established.

"Sec. 215. (a) The Secretary of the Army, acting through the Chief of Engineers, may, when he determines it to be in the public interest, enter into agreements providing for reimbursement to States or political subdivisions thereof for work to be performed by such non-Federal public bodies at water resources development projects authorized for construction under the Secretary of the Army and the supervision of the Chief of Engineers. Such agreements may provide for reimbursement of installation costs incurred by such entities or an equivalent reduction in the contributions they would otherwise be required to make, or in appropriate cases, for a combination thereof. The amount of Federal reimbursement, including reduc-

tions in contributions, for a single project shall not exceed \$1,000,000.

"(b) Agreements entered into pursuant to this section shall (1) fully describe the work to be accomplished by the non-Federal public body, and be accompanied by an engineering plan if necessary therefor; (2) specify the manner in which such work shall be carried out; (3) provide for necessary review of design and plans, and inspection of the work by the Chief of Engineers or his designee; (4) state the basis on which the amount of reimbursement shall be determined; (5) state that such reimbursement shall be dependent upon the appropriation of funds applicable thereto or funds available therefor, and shall not take precedence over other pending projects of higher priority for improvements; and (6) specify that reimbursement or credit for non-Federal installation expenditures shall apply only to work undertaken on Federal projects after project authorization and execution of the agreement, and does not apply retroactively to past non-Federal work. Each such agreement shall expire three years after the date on which it is executed if the work to be undertaken by the non-Federal public body has not commenced before the expiration of that period. The time allowed for completion of the work will be determined by the Secretary of the Army, acting through the Chief of Engineers, and stated in the agreement.

"(c) No reimbursement shall be made, and no expenditure shall be credited, pursuant to this section, unless and until the Chief of Engineers or his designee, has certified that the work for which reimbursement or credit is requested has been performed in accordance with the agreement.

"(d) Reimbursement for work commenced by non-Federal public bodies no later than one year after enactment of this section, to carry out or assist in carrying out projects for beach erosion control, may be made in accordance with the provisions of section 2 of the Act of August 13, 1946, as amended (33 U.S.C. 426f). Reimbursement for such work may, as an alternative, be made in accordance with the provisions of this section, provided that agreement required herein shall have been executed prior to commencement of the work. Expenditures for projects for beach erosion control commenced by non-Federal public bodies subsequent to one year after enactment of this section may be reimbursed by the Secretary of the Army, acting through the Chief of Engineers, only in accordance with the provisions of this section.

"(e) This section shall not be construed (1) as authorizing the United States to assume any responsibilities placed upon a non-Federal body by the conditions of project authorization, or (2) as committing the United States to reimburse non-Federal interests if the Federal project is not undertaken or is modified so as to make the work performed by the non-Federal Public body no longer applicable.

"(f) The Secretary of the Army is authorized to allot from any appropriations hereafter made for civil works, not to exceed \$10,000,000 for any one fiscal year to carry out the provisions of this section. This limitation does not include specific project authorizations providing for reimbursement.

"SEC. 216. (a) The Secretary of the Army shall, without monetary consideration, extend until October 1, 1964, the rights described in this section which were reserved until July 1, 1964, to any former owner (including his heirs, administrators, executors, successors, and assigns) of the subsurface estate of any real property acquired by the United States in connection with the construction of the Carlyle Reservoir project on the Kaskaskia River, Illinois. The reserved rights referred to in this section are more particularly described as the reservation of

all oil, gas, and other minerals of like fugacious character, together with rights necessary for the purpose of exploration, development, production, and removal thereof within the Boulder Oil Field and restricted to section 2, township 2 north, range 2 west, and sections 34, 35, and 36 in township 3 north, range 2 west, Clinton County, Illinois.

"(b) The Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to such persons designated by the Secretary of the Army, whose rights are authorized to be extended by subsection (a) of this section, the amount of money determined by the Secretary of the Army to represent their respective interests in royalty payments received by the United States for the authorized three-month extended period. The total payments so made shall not exceed the sum of \$6,401.16.

"SEC. 217. (a) No provision of laws heretofore or hereafter enacted which limits the number of persons who may be appointed as full-time civilian employees, or temporary and part-time employees, in the executive branch of the Government shall apply to employees of the Tennessee Valley Authority engaged in its power program and paid exclusively from other than appropriated funds. In applying any such provision of law to other departments and agencies in the executive branch, the number of such employees of the Tennessee Valley Authority shall not be taken into account.

"(b) No provision of law that seeks to limit expenditures and net lending during the fiscal year ending on June 30, 1969, under the Budget of the United States Government shall apply to expenditures by the Tennessee Valley Authority out of the proceeds from its power operations, from the sale of any power program assets, or from power revenue bonds, notes, or other evidences of indebtedness.

SEC. 218. The Chief of Engineers is directed to review the project for the Devils Jumps Dam and Reservoir, Big South Fork of the Cumberland River, Kentucky and Tennessee, and report to the Congress not later than December 31, 1969, on the feasibility of such project for the purposes of House Document Numbered 175, Eighty-seventh Congress. The Chief of Engineers, the Secretary of the Interior and the Secretary of Agriculture shall review and prepare such alternative plans as they may determine feasible and appropriate for the use of the Big South Fork of the Cumberland River and its tributaries in Kentucky and Tennessee and necessary contiguous areas for recreational, conservation, or preservation uses of such area and report to the Congress not later than December 31, 1969. The construction of such project or any alternative project shall not be initiated until such reports have been made to and approved by the Congress. Such funds as may be necessary to carry out this section are hereby authorized.

"SEC. 219. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its territorial possessions, which include the localities specifically named in this section. After the regular or formal reports made on any survey authorized by this section are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to Congress, if such review is required by the national defense or by changed physical or economic conditions.

"Burnett, Crystal, and Scotts Bays and vicinity, Baytown, Texas, in the interest of flood control, drainage, and related water and

land resources, including specifically the problems of general subsidence of the area and flood problems created thereby.

"Linville Creek, Caney Creek and Tres Palacios, Texas, in the interest of flood control and related purposes.

"Oso Creek, Texas, in the interest of flood control and related purposes.

"Maddaket, Smith's Point and Broad Creek, Massachusetts, in the interest of flood control, hurricane protection, navigation and related purposes.

"Streams at and in the vicinity of the Spring Mountain Youth Camp, Spring Mountain Range, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

"Virgin River, at and in the vicinity of Bunkerville, Mesquite, and Riverside, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

"Cuyahoga River from Upper Kent to Portage Trail in Cuyahoga Falls, Ohio, in the interest of flood control, pollution abatement, low flow regulation, and other allied water purposes.

"Kalihi Stream, Honolulu, Oahu, Hawaii.

"SEC. 220. Title II of this Act may be cited as the 'Flood Control Act of 1968'.

"TITLE III—RIVER BASIN MONETARY AUTHORIZATIONS

"SEC. 301. That (a) in addition to previous authorizations, there is hereby authorized to be appropriated for the prosecution of the comprehensive plan of development of each river basin under the jurisdiction of the Secretary of the Army referred to in the first column below, which was basically authorized by the Act referred to by date of enactment in the second column below, an amount not to exceed that shown opposite such river basin in the third column below:

"Basin	Act of Congress	Amount
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and southern Florida....	June 30, 1948	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	June 28, 1938	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Ouachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	June 28, 1938	2,000,000

"(b) The total amount authorized to be appropriated by this section shall not exceed \$466,000,000.

"SEC. 302. In addition to the previous authorization, the completion of the system of flood control reservoirs on the West Branch Susquehanna River, Pennsylvania, authorized by the Flood Control Act of 1954, is hereby authorized at an estimated cost of \$3,000,000.

"SEC. 303. Title III of this Act may be cited as the 'River Basin Monetary Authorization Act of 1968'."

And the House agree to the same.

JOHN A. BLATNIK,
ROBERT E. JONES,
JIM WRIGHT,
ED EDMONDSON,
HAROLD JOHNSON,
WILLIAM C. CRAMER,
WILLIAM H. HARSHA,
DON CLAUSEN,

Managers on the Part of the House.

JENNINGS RANDOLPH,
STEPHEN M. YOUNG,
EDMUND S. MUSKIE,
ERNEST GRUENING,
B. EVERETT JORDAN,
JOHN SHERMAN COOPER,
HIRAM L. FONG,
GEORGE L. MURPHY,

Managers on the Part of the Senate.

STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon by the conferees and recommended in the accompanying conference report:

The differences between the House amendment to the text of the Senate bill and the substitute agreed to in conference are noted below, except for clerical corrections, incidental changes made necessary by reason of agreements reached by the conferees, and minor drafting and clarifying changes.

NAVIGATION

Port Jefferson Harbor

The Senate bill authorized the project at Port Jefferson Harbor, N.Y., House Document No. 277, 90th Congress, at an estimated cost of \$2,455,000.

The House amendment did not authorize this project.

The conference substitute is the same as the Senate bill.

Gulf Intracoastal Waterway

The House amendment contained the project for the Gulf Intracoastal Waterway, St. Marks to Tampa Bay, Fla., with a limitation of not to exceed \$40,000,000.

The Senate bill did not contain this project.

The conference substitute is the same as the House amendment except that a further limitation has been added that construction of the project is not to be initiated until the plan for it is approved by the Secretary of the Army and the President.

Red River Waterway

The proposed conference substitute is the same as the House amendment. However, the conferees expect that prior to expenditure of funds for construction of the bank stabilization work extending from Index, Ark., to Denison Dam, Tex., the Chief of Engineers will submit to Congress the report with respect to the Federal responsibility for such work, in accordance with section 120 of the conference substitute.

Northern Embarcadero

Section 114 of the House amendment declared a portion of the Northern Embarcadero, San Francisco, California, as nonnavigable. This declaration, however, would apply only to so much of the area as is bulkheaded and filled.

The Senate bill contained no comparable provision.

The conference substitute is the same as the House amendment with the exception that the declaration of nonnavigable is to apply only to that portion of the area bulkheaded and filled or occupied by permanent pile-supported structures.

Drift and debris removal and beach erosion

The Senate bill in section 111 established a general policy on drift removal from federally authorized navigation projects.

Section 112 of the Senate bill authorized a general survey of the nature and scope of problems resulting from stream bank erosion throughout the United States.

The House amendment contained no comparable provisions.

The conference substitute authorizes the Secretary of the Army to make studies of the nature and scope of damages resulting from stream bank erosion throughout the United States with a view for determining the needs for and feasibility of coordinated programs of stream bank protection as well as a study of the need for and feasibility of a program for the removal and disposal of drift and other debris, including abandoned vessels

from public harbors and channels under the jurisdiction of the Department of the Army. This report is to be made to Congress no later than a year after the date of enactment of this act with recommendations.

FLOOD CONTROL

Navasota River Basin

The Senate bill authorized the project for the Navasota River, Texas, at an estimated cost of \$119,707,000 with a proviso however that Navasota No. 2 Reservoir not be initiated until the President has approved a report prepared by the Secretary of the Army re-examining the basis on which the project was formulated.

The House amendment authorized that project for flood protection with the requirement, however, in lieu of the Senate proviso, that Navasota No. 2 Reservoir shall be constructed first and authorized \$55,487,000 for construction of that reservoir.

The conference substitute authorizes the project on the Navasota River substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 341, 90th Congress, at an estimated cost of \$119,707,000, thus, eliminating the exceptions and limitations placed on the project by both bodies.

Wabash River Basin

The Senate bill authorized the project on the Wabash River Basin substantially in accordance with the recommendations of the Chief of Engineers at an estimated cost of \$115,740,000.

The House amendment authorized that project with the exception that Big Walnut Reservoir was specifically authorized at not more than \$37,100,000 for the construction of that reservoir.

The conference substitute authorized the project on the Wabash River Basin substantially in accordance with the recommendations of the Chief of Engineers in Senate Document No. 96, 90th Congress and also authorized the Big Walnut Dam and Reservoir as the plan for such project is set forth in the report of the Chief of Engineers contained in that Senate document.

The conference substitute further authorizes an appropriation of \$50,000,000 for initiation of partial accomplishment of the project with the exception that the construction of the Big Walnut Dam and Reservoir is not to begin until the President shall have approved the beginning of construction.

Missouri River Basin

Both the Senate bill and the House amendment authorized the project for flood protection on the Big Sioux River at and in the vicinity of Sioux City, Iowa, with a requirement that there be mutual agreement between the States involved on a flood control plan and a plan for mitigation of fish and wildlife losses. The Senate bill required this agreement to be reached in 3 months following the completion of the reservoir study, and the House amendment extended that time limit to one year and three months. The conference substitute requires agreement to be reached in six months following completion of such study.

Land Acquisition

Both the Senate bill and House amendment authorized the Secretary of the Army to acquire land on the request of States for resettlement of families, individuals, and businesses displaced by water resources projects. The State has to repay to the Federal Government the cost of such land acquisition and resettlement.

The conference substitute is the same as both the Senate bill and House amendment with the exception of a technical amendment to assure that a State may repay these expenses with funds made available to it by any other Federal department, agency, or instrumentality having authority to make these funds available for this purpose.

Big South Fork, Cumberland River

The Senate bill authorized the project for the Devils Jumps Dam and Reservoir, Big South Fork of the Cumberland River, in accordance with the recommendations of the Chief of Engineers at an estimated cost of \$151,000,000.

The House amendment did not contain this project.

The conference substitute directs the Chief of Engineers to review this project and report to Congress by December 31, 1969, on the feasibility of the project for the purposes of House Document No. 175, 87th Congress.

The Chief of Engineers and the Secretary of the Interior and the Secretary of Agriculture are to review and prepare such alternative plans as they determine feasible and appropriate for the use of the Big South Fork of the Cumberland River and its tributaries, Kentucky and Tennessee, and necessary contiguous areas for recreational, conservation, or preservation uses of such area and report to Congress no later than December 31, 1969. The construction of the project and any alternate thereto is not to be initiated until these reports are made and these projects are approved by Congress.

JOHN A. BLATNIK,
ROBERT E. JONES,
JIM WRIGHT,
ED EDMONDSON,
HAROLD JOHNSON,
WILLIAM C. CRAMER,
WILLIAM H. HARSHA,
DON CLAUSEN,

Managers on the Part of the House.

APPOINTMENT OF CONFEREES ON H.R. 15387, DISCIPLINARY ACTION AGAINST EMPLOYEES IN THE POSTAL FIELD SERVICE

Mr. DULSKI. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H.R. 15387) to amend title 39, United States Code, to provide for disciplinary action against employees in the postal field service who assault other employees in such service in the performance of official duties, and for other purposes, with Senate amendments thereto, disagree to the Senate amendments, and request a conference with the Senate thereon.

The SPEAKER. Is there objection to the request of the gentleman from New York?

Mr. DERWINSKI. Mr. Speaker, reserving the right to object, would the gentleman from New York, the chairman of the Committee on Post Office and Civil Service, explain to us the reason why this request seems to be necessary?

Mr. DULSKI. Mr. Speaker, will the gentleman yield?

Mr. DERWINSKI. I yield to the gentleman.

Mr. DULSKI. Mr. Speaker, the first Senate amendment is directed to the first section of H.R. 15387 as passed by the House.

That House provision gives the Postmaster General specific statutory authority to discipline any postal employee who "assaults, resists, opposes, impedes, intimidates, or interferes with" any other employee in the performance of official duties.

The Senate amendment gives specific statutory authority to discipline any employee who "assaults" another employee engaged in official duties.

This Section of the bill, as amended by the Senate, leaves undisturbed the

DIGEST of Congressional Proceedings

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C. 20250
OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(FOR INFORMATION ONLY;
NOT TO BE QUOTED OR CITED)

Issued August 1, 1968
For actions of July 31, 1968
90th-2nd; No. 135

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HIGHLIGHTS: House passed farm bill. House received conference reports on grain inspection and dairy indemnity bills. Senate passed foreign aid authorization bill. Reps. Findley and Randall introduced and discussed bills to combat rural poverty.

HOUSE

1. FARM PROGRAM. Passed with amendment S. 3590 (with language of H. R. 17126, a similar bill, passed earlier with amendments by a vote of 213-176 (pp. H7932-3)), to extend the farm program for 1 year (pp. H7896-933).
Agreed to a Meeds amendment to permit computation of bases for milk marketing orders on a more flexible pattern. pp. H7924-27
Rejected the following amendments:
By Rep. Smith, Iowa, to provide a 4-year extension of the farm program. pp. H7904-931
Several amendments to place limitations on subsidy payments (pp. H7907-22, H7922-4, H7927-8)
By Rep. Latta to provide that the level of price support made available to wheat and feed grain cooperators shall not be less than 100 per cent of the parity price thereof. pp. H7928-9
Pursuant to a motion by Rep. Conte adopted by a vote of 230-160 the bill was recommitted and reported back with an amendment providing that "beginning with the 1970 crop years, payments aggregating more than \$20,000 under all programs which are provided for or extended under the provisions of titles II through V of this Act may not be made to any producer. For the purposes of this section, payments include wool incentive payments, wheat marketing certificates, price support and diversion payments, and the dollar value (as determined by the Secretary of Agriculture) of any payments-in-kind made to a producer, but do not include the amount of any price support loan made to a producer," and providing that "Section 402 of such Act is further amended by repealing, effective with the 1970 crop of upland cotton, section 103(d) (12) of the Agricultural Act of 1949, as amended" (pp. H7931-32).
2. EDUCATION. Concurred in the Senate amendment to H. R. 16729, the higher education bill (pp. H7890-3). This bill will now be sent to the President.
3. INFORMATION. Passed without amendment S. 2060, to amend the Federal Property and Administrative Services Act of 1949 to extend for 5 years the authorization for allocations and grants for the collection and publication of documentary sources significant to the history of the U. S. (p. H7894). This bill will now be sent to the President.
4. VETERANS BENEFITS. Agreed to the Senate amendment, with an amendment, to H. R. 1093, to amend and clarify the reemployment provisions of the Universal Military Training and Service Act. p. H7895
5. HEALTH. Disagreed to the Senate amendment to H. R. 15758, to amend the Public Health Service Act to extend and improve the provisions relating to regional medical programs, to extend the authorization of grants for health of migratory agricultural workers, and to provide for specialized facilities for alcoholics and narcotic addicts. Conferees were appointed. p. H7940
6. FLOOD CONTROL. Agreed to the conference report on S. 3710, the omnibus rivers and harbors and flood control bill. pp. H7943-7

Mr. MAILLIARD. Mr. Speaker, I wish to join my distinguished colleagues on our Committee on Merchant Marine and Fisheries in urging passage by the House of the bill, S. 2269, with committee amendments.

Under date of July 9, the chief clerk of the California Legislature submitted to the Speaker of the House, California Assembly, Joint Resolution No. 27 relative to the seizure of American fishing boats off South America. Since I believe that this Assembly Joint Resolution No. 27 is pertinent to the current consideration of the bill, S. 2269, I wish to note the following contained therein:

Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature of the State of California respectfully memorializes the Congress of the United States to enact "legislation" relative to the unlawful seizure of United States vessels by foreign countries; and be it further

Resolved, That the President of the United States take whatever action he may deem proper to ensure that further seizures of this nature will not occur; * * *.

The bill, S. 2269, represents the "legislation" relative to the unlawful seizure of U.S. vessels by foreign countries referred to in California Assembly Joint Resolution No. 27, and I do hereby urge my colleagues in the House to act favorably upon S. 2269.

Mr. MATSUNAGA. Mr. Speaker, as one who comes from the Island State and who appreciates fully the role of the American fisherman in our national life, I rise in support of S. 2269, a bill to restore the rights of the American fisherman to operate in international waters.

It is nothing short of appalling to review the record of harassment that our fishermen have been subjected to by our supposed good neighbors of Latin America. This harassment, more often than not, has taken the form of actual seizure and detention of American fishing vessels while conducting fishing operations on the high seas. It is reported that in 1967 alone, 27 tuna and shrimp vessels were illegally seized on the high seas. If we were to expand the scope of our review, we would find that 121 American vessels have been illegally seized in international waters by Latin American countries during the past 8 years.

These seizures have been effected by the countries involved under an arbitrary claim, in complete disregard of the principle of the freedom of the high seas, that their fishing zone extends out to a distance as much as 200 miles from their shores. Heaping insult upon injury, these seizing countries invariably exact fines from the seized American fishing vessels before they are released. Frequently, the gear and catch on board these vessels are confiscated, resulting in the loss of property as well as potential income.

Mr. Speaker, American fishermen are entitled to the protection that S. 2269 would provide. The legislation we are considering would broaden the scope of the act of August 27, 1954, which presently provides for reimbursement by the Secretary of the Treasury of any fine paid by a U.S. vessel to the seizing country. S. 2269, as reported by our Commit-

tee on Merchant Marine and Fisheries, under the leadership of its distinguished chairman, the gentleman from Maryland [Mr. GARMATZ], would authorize reimbursement of the license fee, registration fee, or any other direct charge connected with securing the prompt release of the vessel and crew; authorize a 4-year voluntary insurance program whereby the Secretary of the Interior would guarantee reimbursement to the vessel owner for all costs incurred as a direct result of such seizure, except with respect to loss of potential income while the vessel is detained, which would be limited to a reimbursement of not more than 50 percent; provide for the joint financing of such insurance program by American-flag fishing vessels and the Government; and direct the Secretary of State to withhold, pending payment, an amount equal to the unpaid claim from any funds programed to the seizing country under the Foreign Assistance Act.

Mr. Speaker, the enactment of S. 2269 would show the world, and especially our erring Latin American neighbors, that we intend to protect the rights of our country's fishermen. I therefore urge a unanimous vote in favor of the bill.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

A similar House bill (H.R. 4451) and House Resolution 1242 were laid on the table.

GENERAL LEAVE

Mr. PELLY. Mr. Speaker, I ask unanimous consent that all Members may have permission to extend their remarks prior to passage of S. 2269.

The SPEAKER. Is there objection to the request of the gentleman from Washington?

There was no objection.

CONFERENCE REPORT ON S. 3710, RIVERS AND HARBORS FLOOD CONTROL ACT OF 1968

Mr. EDMONDSON. Mr. Speaker, I call up the conference report on the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, and ask unanimous consent that the statement of the managers on the part of the House be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House of July 29, 1968.)

Mr. EDMONDSON (during the reading). Mr. Speaker, I ask unanimous consent that further reading of the statement of the managers on the part of the House be dispensed with.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

The SPEAKER. The gentleman from Oklahoma is recognized for 1 hour.

Mr. EDMONDSON. Mr. Speaker, the bill which is now before us is the result of a conference which I believe represented a substantial victory for the House on most of the points which were in contention with the other body.

The overall figure for the bill as it was passed by the other body was at the level of \$2,139,334,000. When the House originally handled the bill, it passed at a level of \$1,590,319,000.

The conference brought out a bill which resulted in a final figure of \$1,669,894,000, which is very close to the figure which the House provided.

(Mr. EDMONDSON asked and was given permission to revise and extend his remarks.)

Mr. FALLON. Mr. Speaker, the conference report which is before the House at the present time is on a bill which the Subcommittees on Rivers and Harbors and Flood Control of the Committee on Public Works have worked for several months.

The conferees on the part of the House have met with the conferees from the other body on two occasions, and I think we have brought out one of the finest Omnibus River and Harbor and Flood Control Acts that we have ever been able to present.

Mr. Speaker, I commend the conferees on the minority side, the gentleman from Florida [Mr. CRAMER], the gentleman from Ohio [Mr. HARSHA], and the gentleman from California [Mr. DON H. CLAUSEN], as well as the gentlemen of our side of the aisle, the gentleman from Minnesota [Mr. BLATNIK], the gentleman from Alabama [Mr. JONES], the gentleman from California [Mr. JOHNSON], the gentleman from Texas [Mr. WRIGHT], and the gentleman from Oklahoma [Mr. EDMONDSON].

This is a fine conference report. This is good legislation, and I recommend its adoption by the House.

Mr. BLATNIK. Mr. Speaker, the conference report which is before the House at the present time is on S. 3710, the Omnibus River and Harbor and Flood Control Act of 1968. The bill as agreed to by the conferees is a sound measure which would continue the vitally important water resources development program of the Corps of Engineers.

The Subcommittees on Rivers and Harbors and Flood Control held 3 weeks of hearings on this bill. Complete testimony was received from the Corps of Engineers on the technical details of the project, the estimated costs, and the economic justifications. The committee also heard testimony on a number of projects or items which it felt should be considered in connection with the bill. On these projects which were considered of a controversial nature, testimony was received from Members of Congress, Federal and State officials, representatives of local organizations, and from interested citizens.

The conferees from the House and the Senate met on two occasions to work out the differences in the two versions of the bill. In most cases, the views of the House prevailed. One item, which we

reluctantly agreed to at the insistence of the Senate conferees, was the addition of a navigation project at Port Jefferson Harbor, N.Y., at an estimated cost of \$2,455,000. The committee had previously considered this project and had omitted it from the House bill, not because it failed of economic justification—as a matter of fact, the benefit-cost ratio is 6 to 1—but because it was opposed by the gentleman from New York who represents the district encompassing the project area. I wish to point out for the RECORD that the Senate conferees were adamant on the inclusion of this project.

Mr. Speaker, S. 3710 as it originally passed the House authorized expenditures in the amount of \$1,590,319,000. The amount agreed upon by the conferees is \$1,669,894,000 or an increase of \$79,575,000. I want to stress, however, that this is still \$500 million less than the original bill passed by the Senate.

Mr. Speaker, I should like to commend the conferees, the gentleman from Alabama [Mr. JONES], the gentleman from California [Mr. JOHNSON], the gentleman from Texas [Mr. WRIGHT], the gentleman from Oklahoma [Mr. EDMONDSON], the gentleman from Florida [Mr. CRAMER], the gentleman from Ohio [Mr. HARSHAL], and the gentleman from California [Mr. DON H. CLAUSEN], all of whom spent considerable time and effort in working out what I consider to be an excellent bill.

Mr. Speaker, I support S. 3710 and urge that my colleagues approve the conference report.

Under leave to extend my remarks, I include for the benefit of the Members the monetary summary of the bill and list of projects by States:

TITLE I	Amount
Navigation projects (31)-----	\$324,508,000
Beach erosion project (1)-----	680,000
Total, title I (32)-----	325,188,000
TITLE II	
Flood control, hurricane, and multiple-purpose projects (41)-----	875,706,000
Total projects (titles I and 2) (73)-----	1,200,894,000
TITLE III	
Basin monetary authorizations (13 basins)-----	469,000,000
Grand total (73 projects and 13 basins)-----	1,669,894,000
List of projects by States [Estimated Federal cost]	
Alabama-----	None
Alaska:	
Navigation:	
Kake Harbor-----	\$1,760,000
King Cove Harbor-----	522,000
Sergius and Whitestone Narrows-----	3,030,000
Total, navigation-----	5,312,000
Flood control: Tanana River at Fairbanks-----	111,700,000
Total, Alaska-----	117,012,000
Arizona-----	None

List of projects by States—Continued
[Estimated Federal]

Arkansas:	Amount
Navigation: Red River Waterway. (See Louisiana.)	
Flood control:	
Belle Fountain D. & D. District No. 17, St. Francis River-----	\$4,638,000
Crooked Creek at Harrison-----	2,840,000
Lake Chicot-----	15,240,000
St. Francis River Basin-----	0
Total, Arkansas-----	22,718,000
California:	
Navigation:	
Humboldt Harbor and Bay-----	2,430,000
San Diego Harbor-----	5,360,000
Ventura Marina-----	1,540,000
Port Hueneme-----	1,000,000
Total, navigation-----	10,330,000
Flood control:	
Alhambra Creek-----	8,000,000
Cucamonga Creek-----	26,300,000
Feather River, vicinity of Chester-----	940,000
Mad River-----	38,600,000
Sweetwater River-----	4,900,000
Total, flood control-----	78,740,000
Total, California-----	89,070,000
Colorado: Flood control: Bear Creek, South Platte River-----	32,314,000
Connecticut:	
Flood control:	
Norwalk River-----	2,700,000
Park River-----	30,300,000
Total, Connecticut-----	33,000,000
Delaware: Flood control: Delaware coast-----	5,584,000
District of Columbia-----	None
Florida:	
Navigation:	
Brevard County (beach erosion)-----	680,000
Gulf Intracoastal Waterway, St. Marks to Tampa Bay-----	40,000,000
Miami Harbor-----	6,476,000
Total, navigation-----	47,156,000
Flood control:	
Dade County-----	11,805,000
Hillsborough Bay-----	9,909,000
Martin County-----	(8,072,000)
Water resources, C. & S. Florida-----	(58,182,000)
Total, flood control-----	21,714,000
Total, Florida-----	68,870,000
Georgia-----	None
Hawaii:	
Navigation: Harbors of refuge-----	1,256,000
Flood control: Iao Stream-----	1,660,000
Total, Hawaii-----	2,916,000
Idaho-----	None
Illinois:	
Navigation: Cal-Sag bridges, pt. II (See Indiana.)	
Flood control:	
Mississippi River, Cassville, Wis., to mile 300-----	21,300,000
Wabash River. (See Indiana.)	
Total, Illinois-----	21,300,000

List of projects by States—Continued
[Estimated Federal]

Indiana:	Amount
Navigation: Cal-Sag bridges, pt. II-----	\$33,265,000
Flood control: Wabash River-----	50,000,000
Total, Indiana-----	83,265,000
Iowa:	
Flood control:	
Big Sioux, vicinity of Sioux City-----	2,750,000
Mississippi River, Cassville, Wis., to Mile 300. (See Illinois.)-----	
Nishnabotna River at Exira-----	2,040,000
Total, Iowa-----	4,790,000
Kansas-----	None
Kentucky: Flood control: Southwest Jefferson County-----	19,800,000
Total, Kentucky-----	19,800,000
Louisiana:	
Navigation:	
Atchafalaya River & Bayous Chene, Boeuf and Black-----	8,645,000
Mississippi River—Gulf Outlet and Michoud Canal-----	1,300,000
Mississippi River, vicinity of Venice-----	4,520,000
Red River Waterway-----	50,000,000
Total, Louisiana-----	64,465,000
Maine-----	None
Maryland-----	None
Massachusetts:	
Navigation:	
Fall River Harbor-----	8,762,000
Ipswich River-----	616,000
Total, Navigation-----	9,378,000
Flood control: Charles River-----	18,620,000
Total, Massachusetts-----	27,998,000
Michigan:	
Navigation:	
Detroit River, Trenton Channel-----	31,300,000
Forestville Harbor-----	538,000
Tawas Bay Harbor-----	466,000
Total, Michigan-----	32,304,000
Minnesota: Flood control: South Branch Wild Rice River and Felton Ditch-----	1,230,000
Total, Minnesota-----	1,230,000
Mississippi:	
Navigation: Yazoo River-----	52,147,000
Flood control: Pascagoula River-Tallahala Creek-----	16,360,000
Total, Mississippi-----	68,507,000
Missouri:	
Flood control:	
Belle Fountain Ditch and Drainage District No. 17, St. Francis River. (See Arkansas.)-----	
Little Blue River, vicinity of Kansas City-----	38,492,000
St. Francis River Basin. (See Arkansas.)-----	
Montana-----	None

List of projects by States—Continued

[Estimated Federal]

Nebraska: Flood control: Pa-	Amount
pillion Creek and tribu-	
tarles -----	\$26,800,000
Nevada -----	None
New Hampshire: Flood con-	
trol: Beaver Dam, Connecti-	
cut River -----	1,185,000
New Jersey -----	None
New Mexico -----	None
New York:	
Navigation:	
Cattaraugus Creek Har-	
bor -----	1,315,000
Hamlin Beach State Park	
-----	500,000
Hempstead Harbor -----	703,000
Port Jefferson -----	2,455,000
Wilson Harbor -----	198,000
Total, New York -----	5,171,000
North Carolina:	
Flood control:	
Cape Fear River:	
Randleman -----	19,463,000
Howards Mill -----	12,460,000
Total, North Carolina	
-----	31,923,000
North Dakota: Flood control:	
Missouri River Bank Stabi-	
lization -----	4,040,000
Ohio:	
Flood control:	
Licking River -----	32,953,000
Wabash River. (See In-	
diana.)	
Oklahoma: Navigation: Red	
River Waterway. (See Lou-	
isiana.)	
Oregon -----	None
Pennsylvania -----	None
Rhode Island:	
Navigation:	
Bristol Harbor -----	873,000
Fall River Harbor. (See	
Massachusetts.)	
South Carolina: Navigation:	
Cooper River-Charleston	
Harbor -----	35,381,000
South Dakota: Flood control:	
Big Sioux River. (See Iowa.)	
Tennessee -----	None
Texas:	
Navigation:	
Mouth of the Colorado	
River -----	8,000,000
Red River Waterway. (See	
Louisiana.)	
Corpus Christi Waterway	
-----	19,042,000
Total, navigation -----	27,042,000
Flood control:	
Aquilla Creek watershed	
-----	23,612,000
Clear Creek -----	12,600,000
Navasota River -----	119,707,000
Pecan Bayou -----	24,861,000
Texas City and vicinity	
-----	10,990,000
Total, flood control -----	191,770,000
Total, Texas -----	218,812,000
Utah: Flood control: Little	
Dell Reservoir -----	22,664,000
Vermont -----	None
Virginia: Flood control: Rap-	
pahannock River (Salem	
Church Reservoir) -----	79,500,000
Washington: Navigation: Sno-	
homish River -----	1,108,000
West Virginia -----	None

List of projects by States—Continued

[Estimated Federal]

Wisconsin:	Amount
Flood control:	
Mississippi River-Cassville,	
Wis., to mile 300, Illinois.	
(See Illinois.)	
State Road and Ebner	
Coulees -----	\$6,849,000
Wyoming -----	None

Mr. Speaker, at this point I yield to the chairman of the Subcommittee on Flood Control, the distinguished gentleman from Alabama [Mr. JONES].

Mr. JONES of Alabama. Mr. Speaker, I shall not report on all of the details of the conference agreement since the full text of the conference report and the statement of the managers on the part of the House appears in House Report No. 1819 and in the CONGRESSIONAL RECORD of July 29 beginning on page H7735.

There were several differences in the Senate and House versions of S. 3710 as that bill passed the two Houses which had to be resolved in conference. In almost all cases, the Senate conferees accepted the House amendments to the original bill. However, the House conferees had to accept certain items where the Senate conferees were adamant.

Essentially, the Senate insisted on three additions to the House version of S. 3710. They were:

First. The addition of a navigation project at Port Jefferson Harbor, N.Y., at an estimated cost of \$2,455,000. The project has a good benefit-cost ratio but was omitted from the House bill at the request of the gentleman from New York who represents the district which encompasses the project area.

Second. The Senate insisted on the authorization of the Navasota River Basin, Tex., project in accordance with the recommendations of the Chief of Engineers. This would mean that the project for the Millican Dam and Reservoir would be constructed first and that some time in or around the year 2010 Navasota No. 2 Dam and Reservoir would be constructed. This resulted in an increase in the House bill of \$64,220,000.

Third. The Senate insisted that the initiation of construction of Big Walnut Reservoir be subject to the approval of the President. The Senate further insisted on an additional \$12 million authorization for appropriation for the entire Wabash River Basin project, which includes, in addition to Big Walnut, five other segments.

I am pleased to report that the conference report was unanimously agreed to and signed by the conferees of both bodies.

S. 3710, as originally passed the Senate, authorized expenditures in the amount of \$2,139,334,000. The House amendments lowered this total authorization to \$1,590,319,000. The conference report would raise this authorization to \$1,669,894,000, or an increase of \$79,575,000 over the House version. However, this amount is almost \$500,000,000 less than the original Senate version.

The bill authorizes a total of 32 navigation and beach-erosion projects and 41

flood control projects. Also, additional monetary authorization is provided for the continual preservation of 13 river basin plans for flood control and related purposes.

S. 3710 is a comprehensive measure to authorize the Corps of Engineers to carry forward vital programs for the development and improvement of waterways and harbors as an essential element of the Nation's transportation system, for the protection of lives and property of our citizens against the ravages of floodwaters, for the protection of our valuable coastal resources from erosion, for the generation of low-cost hydroelectric power, for the development of water supplies of suitable quantity and quality to serve our Nation's cities and industries, for the conservation and enhancement of fish and wildlife resources, for providing increased opportunities for our citizenry to enjoy healthful outdoor recreation opportunities, and, in general, for inducing economic development as a means of enhancing the general welfare.

This legislation would continue and strengthen the civil works program of the Corps of Engineers; a program which had its beginning in 1824 when Congress first assigned responsibility to the Corps of Engineers for the development of our rivers and harbors for navigation. In 1936, the program was broadened to encompass a nationwide flood control program. From time to time, the various navigation and flood control acts have been amended to broaden their scope and provide needed related work and improvements. Today, therefore, the civil works program includes virtually all aspects of water and related land resources development. The need for comprehensive development of the Nation's river basins has long been established, dating back to the conservation crusade led by President Theodore Roosevelt, and has had the support of many commissions and other similar bodies in the ensuing years.

Planning efforts for water resources development must consider not only the mushrooming needs of an expanding population and economy for water resources development, but also the more intangible needs of preserving and enhancing the environment in which we live. The program we have before us today is an important step forward in that endeavor. I am convinced that the projects and studies which would be authorized by the proposed legislation are essential to the continuing economic development of the United States.

The projects that would be authorized by this legislation produce many important values in addition to the large monetary benefits that have been evaluated to justify Federal expenditures. The opportunities that the program provides for industrial development along navigable waterways, changes in land uses, relief of unemployment, saving of lives, improvement in health conditions, and the economic and social security of urban communities and farm areas, further enhance its value to the American people. I am convinced that continued and accelerated progress is necessary in the

interest of the national economy and of the welfare and well-being of its people.

One section of the bill which I would like to discuss in some detail at this point is section 210, which would prohibit the collection of entrance or admission fees at recreation areas of the Corps of Engineers after March 31, 1970. This provision is consistent with Public Law 90-401, which amended the Land and Water Conservation Fund Act of 1965 by repealing the provisions thereof which require payment for the use of Federal recreation areas. Although section 210 would prohibit the charging of entrance or admission fees, it would permit the collection of user charges for those facilities requiring the presence of additional personnel and for special services.

Government personnel administering fee programs at these reservoirs are expected to take note of the provisions of section 210 regarding user fees in general at these lakes and reservoirs, and should move without delay to eliminate all fees in conflict with the provisions stated therein. No fees of any kind should be imposed for access to, or use of, water areas. Fees should not be imposed for access to, or use of, undeveloped or lightly developed shore land, picnic grounds, overlook sites, scenic drives, or boat-launching ramps where no mechanical or hydraulic equipment is provided.

Fees should be collected, when practicable, only at highly developed facilities on public recreation land areas that require continuous presence of personnel for maintenance and supervision of such facilities. Camping areas where attendants and utilities are provided and public beaches where lifeguards and dressing-rooms are provided are examples of such highly developed facilities. These provisions should prevail in determining places subject to fee charges at Army Engineer reservoir public recreation areas in the future.

At the hearings held by the Public Works Committee in both the 89th and present Congresses, evidence was presented which made it abundantly clear that the policy of collecting entrance fees at corps recreation areas should be abandoned, and the committee has included section 210 in the bill to clarify the intent of Congress as to fee collection at these areas.

Among the excellent reasons for asking the Congress to enact section 210 are the following:

First. Enactment will enable the Corps of Engineers to escape from a dilemma which was forced upon it when the Land and Water Conservation Fund Act required it to collect fees, but at the same time stated that there could be no charge for the use of waters. This created a problem because the collection of an entrance fee from persons passing through a corps recreation area to reach the water is tantamount to charging for the use of the water.

Second. Enactment will save the taxpayers money, for the cost of collection entrance fees at such Federal recreation areas is so great that the net revenue is insignificant. The Government can save money by using other means of collecting needed revenues.

Third. Enactment will increase the use of corps recreation areas and thus produce real benefits greatly in excess of the revenues which the Government now collects; for the real benefits to the Nation stem from the improvement in the physical and mental health of the citizens who participate in outdoor recreation. The Nation should encourage—not discourage—its people to use such recreation areas.

Fourth. In any event, experience has demonstrated that the revenues produced by collecting entrance fees at such recreation areas are insignificant compared to the expenditures required to achieve the goals of the Land and Water Conservation Fund Act. It was for this reason that Congress found it necessary to enact Public Law 90-401 only a few days ago.

The enactment of section 210 will also preclude the collection of annual charges for the privilege of installing private floating facilities upon the surface of corps reservoirs. It is not intended, however, to prevent the one-time collection of a fee to cover the cost of issuing a permit to a private party wishing to install a dock or other floating facility. Such a fee, however, must be based on the reasonable charge for administrative costs involved in permit issuance and necessary supervision, and not on any concept of land use cost.

Finally, I would like to clarify one additional point.

Section 210 would not preclude States, or other non-Federal public entities, from charging for access to recreation areas which they may operate and maintain on lands adjacent to reservoirs of the Corps of Engineers.

In conclusion, I recommend the acceptance of the conference report and urge its adoption.

Mr. EDMONDSON. Mr. Speaker, I yield 5 minutes to the gentleman from Ohio [Mr. HARSHA].

Mr. HARSHA. Mr. Speaker, I thank the gentleman for yielding.

It is with great pleasure that I rise in support of the conference report on the Rivers and Harbors and Flood Control Act of 1968, S. 3710. It is a particular delight to have been associated with the preparation of this bill and the conference report itself, because in so doing I had the great privilege of working with some of the most skilled statesmen of both bodies.

This was a particularly difficult bill because of its scope and complexity.

We owe a great debt to the skill, the patience, and ability of the chairmen of the two subcommittees, the gentleman from Minnesota [Mr. BLATNIK], and the gentleman from Alabama [Mr. JONES]; also to the gentleman from California, [Mr. CLAUSEN], who served so diligently as ranking minority member of the Subcommittee on Flood Control. In addition, I should like to invite the attention of the Members to the magnificent leadership provided by the gentleman from Florida, the ranking minority member of the Committee on Public Works [Mr. CRAMER], and the chairman of that committee [Mr. FALLON], and to the able assistance of Mr. EDMONDSON. In fact, all the members of the Committee on Pub-

lic Works are to be complimented on the diligence and dedication to service that they displayed during the preparation of this bill. Moreover, I feel it my privilege to compliment the high-minded attitude and the spirit of cooperation with which the members of the other body agreed with this conference report.

In essence, there are but a few differences between the bill as agreed to in the conference and the bill as passed by the House. One addition to the House passed bill is a navigation project at Port Jefferson Harbor, N.Y., at an estimated cost of \$2,455,000.

A major recession by the other body concerned the project for Devil's Jumps Dam and Reservoir, Big South Fork of the Cumberland River. The Senate bill authorized the project at an estimated cost of \$151,000,000. The conference substitute directs that a study be made by the Chief of Engineers as to the feasibility of the project. The Chief of Engineers and the Secretaries of Interior and Agriculture are to review and prepare such alternative plans as they determine feasible. The report of their findings is to be submitted to Congress not later than December 31, 1969.

No construction of either the presently reported project or any alternate thereto is to be initiated until reports are made and the projects are approved by Congress.

The House-passed bill authorized the Wabash River Basin project but specifically authorized only \$37,100,000 for construction of the Big Walnut Reservoir. The Senate bill authorized the entire project, except the Big Walnut Reservoir, at an estimated cost of \$115,740,000. The conference substitute authorized the entire project, including the Big Walnut Reservoir, but it provides that the Big Walnut Reservoir will not be constructed until the President shall have approved the beginning of construction. The conference substitute authorizes an appropriation of \$50,000,000 for initiation of partial accomplishment of the project.

The other major concession was the change in the Navasota River Basin project. This change added some \$64 million to the total cost of the project; however \$60 million of this authorization will not be utilized until the year 2000 A.D. It was authorized in the conference agreement substantially in accordance with the recommendations of the Chief of Engineers.

Mr. Speaker, there were some 44 differences between the House version and that passed by the other body. The other body receded on some 34 of these, the House on one, and eight or nine were compromised with amendments. I feel the House conferees can reliably say we bring you a conference report that represents about 95 percent of the original House version of this legislation.

As the gentleman from Oklahoma has pointed out, the conference substitute authorizes some \$1,669,894,000 in expenditures; however, it is \$469,440,000 less than the Senate-passed bill. So we bring to you a bill with considerable savings in it, none of which will affect this year's budget. Also, I might add

that not one project was deleted from the original House version.

Mr. SPEAKER, I recommend the passage of this conference report.

(Mr. HARSHA asked and was given permission to revise and extend his remarks.)

Mr. EDMONDSON. Mr. Speaker, I move the previous question on the conference report.

The previous question was ordered.

The conference report was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE TO EXTEND

Mr. EDMONDSON. Mr. Speaker, I ask unanimous consent that all Members desiring to do so may have 5 legislative days in which to revise and extend their remarks on the conference report just passed.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

RESIGNATIONS FROM COMMITTEES

The SPEAKER laid before the House the following resignation from a committee:

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., July 31, 1968.

HON. JOHN W. MCCORMACK,
Speaker, House of Representatives,
Washington, D.C.

DEAR MR. SPEAKER: Please accept my resignation from the Committee on Ways and Means, effective July 31, 1968.

With kind regards, I remain

Sincerely yours,

CECIL R. KING,
Member of Congress.

The SPEAKER. Without objection, the resignation will be accepted.

There was no objection.

The SPEAKER laid before the House the following resignation from a committee:

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., July 31, 1968.

The SPEAKER,
House of Representatives.

DEAR MR. SPEAKER: I hereby submit my resignation as a member of the Committee on Ways and Means, to take effect immediately.

GEORGE M. RHODES.

The SPEAKER. Without objection, the resignation will be accepted.

There was no objection.

PERSONAL ANNOUNCEMENT

Mr. SCHADEBERG. Mr. Speaker, due to an urgent matter arising in my office, I was delayed in getting to the floor of the House and was unable to qualify on the vote on the rule providing for the consideration of H.R. 17126, the extension of the Food and Agricultural Act of 1965.

Had I been present, I would have voted "yea" on rollcall No. 236.

HOOR OF MEETING TOMORROW

Mr. ALBERT. Mr. Speaker, I ask unanimous consent that when the House

adjourns today it adjourn to meet at 11 o'clock tomorrow.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

ANNOUNCEMENT OF ADDITIONAL LEGISLATIVE PROGRAM

(Mr. ALBERT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ALBERT. Mr. Speaker, I take this time to advise the House that tomorrow the gentleman from Virginia [Mr. HARDY] will seek to bring up under unanimous-consent request the bill (S. 3865) to clarify the status of National Guard technicians, and for other purposes, and also to advise the House that the gentleman from Arkansas [Mr. MILLS], chairman of the Committee on Ways and Means, may seek to bring up under unanimous-consent request the bill (H.R. 18985) to amend the Revenue Expenditure and Control Act of 1968 to provide approval of 14,000 additional appointments.

THE FATE OF THE U.S.S. "PUEBLO"

(Mr. DON H. CLAUSEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DON H. CLAUSEN. Mr. Speaker, last week I had the exceptional privilege of meeting the wife of the captain of the U.S.S. *Pueblo*, Mrs. Lloyd M. Bucher, here in Washington along with 60 other Members of the House and Senate.

In conferring with Mrs. Bucher, I found her to be a very sincere and dedicated lady who is doing everything possible to give comfort and encouragement to the families of other *Pueblo* crewmembers, and to draw national attention to the human aspects of this humiliating affair.

Certainly, this great and courageous wife and mother is doing her part to bolster the morale of all families concerned, and I commend her highly for her spirit and determination to keep faith with her husband and the members of the crew of the *Pueblo*.

Several of the crewmen who were hijacked and are now held captive in North Korea are from my congressional district in California. When the members of the *Pueblo* crew were identified, I made contact with their families and attempted to advise them of what was happening after conferring with officials in the State Department.

After 6 months of negotiations, however, and following the 19th meeting between United States and North Korean negotiators, we are advised that no progress has been made so far toward gaining release of the men. As inaction apparently contributed to the capture of the *Pueblo*, so, it seems, ineptness and indecision have marked the administration's efforts to negotiate effectively with North Korea.

Today, 82 members of the U.S. Navy languish in Communist captivity in North Korea and one is listed as dead. North Korea's military attaché in Mos-

cow warns that unless Washington apologizes for their crimes and the crimes of the *Pueblo* crew and promises never to do it again—the crew will never be returned.

Because of administration miscalculation, mishandling, and misinformation regarding the *Pueblo*, we now learn that even Cambodia has captured a U.S. Navy landing craft and its crew and is considering putting them on trial or bartering them for tractors and machinery.

There can be little doubt, Mr. Speaker, that these "skyjackings" and hijackings are part of Moscow's continuing efforts to embarrass the United States.

In addition, we must be alert to Moscow's past attempts to meddle in America's domestic politics, as was demonstrated in the case of the U-2 incident and the subsequent release of pilot Gary Powers coincidental with our presidential election here at home in 1960.

Is this another case where Moscow and her Communist puppets are meddling in U.S. politics? Frankly, the American people, like myself, are sick and tired of these "comrades" getting away with these election-year propaganda piracy practices.

What bothers me and most Americans, however, is the way in which this country reacts to these overt and flagrant acts of aggression. I believe the seizure of the *Pueblo* is unacceptable and intolerable, and I am determined to remain a "bur in this administration's saddle blanket" and not let this matter rest unless and until it is resolved. While I represent just one voice in the Congress, and realize that only executive action can prevent another *Pueblo* incident, I seriously question if this is the way a country keeps faith with those who risk their lives to serve in the Armed Forces.

The American people and those crewmen now being held captive under the threat of death have waited for 6 long months. Our patience is growing thin and America's prestige at home and abroad is at a new low. In my judgment, it is pure folly to accept this prostitution of American sovereignty by a fifth-rate Communist puppet. The contest for the leadership of the world community is a test of strength and history proves there is no strength in appeasement.

If, in the final analysis, this administration is waiting for a politically opportune time to extend an abject apology to North Korea to gain release of the 82 crewmen, then I submit that the cry "Remember the *Pueblo*" will long be remembered as one of the most shameful and humiliating episodes in American history.

I hope and pray this is not the case.

MESSAGE FROM DIRECTOR OF THE PRESIDENT'S OFFICE OF ISRAEL

The SPEAKER laid before the House the following message from the Director of the President's Office of the State of Israel:

OFFICE OF THE PRESIDENT OF ISRAEL,
Jerusalem, July 26, 1968.

HON. JOHN W. MCCORMACK,
Speaker, House of Representatives,
Washington, D.C.

DEAR CONGRESSMAN MCCORMACK: President Shazar has asked me to convey to you, and through you to the members of the House

of Representatives of the Ninetieth Congress, his very great appreciation of the congratulatory Resolution adopted by the House on May 2, 1968, the twentieth anniversary of the establishment of the State of Israel.

For himself and for the people of Israel, the President wishes to reiterate grateful awareness of the understanding and support so consistently shown to Israel by the House and not least by yourself. He joins you, indeed, in "the hope that the nations of the Near East may soon meet, as neighbors, in negotiations which will lead to peace, economic and cultural cooperation, and which will bring stability and progress to the Near East to the benefit of all the peoples of the region".

Sincerely,

GIDEON SHOMRON,
Director of the President's Office.

CONGRESSMAN WHALEN ASKS THE PRESIDENT TO DIRECT THE NLRB TO GIVE THE NATIONAL CASH REGISTER CO. UNION REPRESENTATION CASE TOP PRIORITY

(Mr. WHALEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks and include extraneous matter.)

Mr. WHALEN. Mr. Speaker, last Wednesday, I outlined how the National Labor Relations Board has shown incredible ineptness and unbelievable bungling in its handling of a union representation case concerning National Cash Register Co. employees in my district.

I wish to inform the Members of the House that I now have taken a further step. I have asked the President to direct the NLRB and its trial examiner to give this case top priority over all others. I include below a copy of that letter to the President.

I also insert in the RECORD an editorial from the Dayton, Ohio, Journal Herald, which appeared in the Monday, July 29, 1968, edition. The editorial is entitled "National Molasses" and provides an astute analysis of this situation which continues to inflict economic hardship on 14,000 Dayton area families because of the foot-dragging of the NLRB.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., July 25, 1968.

The PRESIDENT,
The White House,
Washington, D.C.

MY DEAR MR. PRESIDENT: The enclosed remarks, which appeared in the July 24, 1968, issue of the Congressional Record, delineate the incredible bungling of the National Labor Relations Board in connection with its conduct of the January 19, 1968, collective bargaining election for National Cash Register Company employees.

Inasmuch as the National Labor Relations Board comes within the province of the Executive Branch, I urge you, Mr. President, to direct the Board and its Trial Examiner to give the National Cash Register case top priority over all others now pending before that body. Since the facts indicate that the Board, and not the Company and the three competing unions, is responsible for the long delays which have occurred in the processing of this election, the Board, in my opinion, has been an obligation to the Dayton community to expedite its consideration of the National Cash Register case.

Sincerely,

CHARLES W. WALEN, Jr.,
Member of Congress.

NATIONAL MOLASSES

The National Labor Relations Board's (NLRB) involvement in the dispute over which union will represent the National Cash Register's 14,000 production and maintenance employes has almost been more trouble than its worth. It illustrates the need for NLRB reform.

First the board announced the results of an election it held to decide which of the four unions would represent the employees. That was Jan. 19. On Jan. 26, the regional NLRB office said the count was wrong and changed it.

On March 11, the regional director reported to the national office on the election and recommended a new election. One month later the national board called for a hearing to decide if a new election were needed. That was April 10. One month later, a two-week hearing was started.

A month after the hearing ended, interested parties filed briefs with the NLRB. An NLRB examiner is now poring over the briefs and testimony to prepare a recommendation for the national board. He hopes it will be ready by early August.

No one knows when the board decision will come or how long prospective appeals will take.

For bungling and delay this case surely wins first prize.

In so serious a matter as the election of a President of the United States rulings on the validity of a ballot can be made by a county elections board. Such boards also can produce clerks capable of adding up the totals correctly. It is absurd—maybe required by law but still absurd—that a decision on so simple a matter as the NCR vote should go to Washington at all. It is worse that decision drags on and on. Maybe NLRB needs a general overhaul.

ADM. JACK DORSEY CLOSING DISTINGUISHED NAVAL CAREER

(Mr. RIVERS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. RIVERS. Mr. Speaker, a distinguished naval career comes to a close this month with the retirement of Rear Adm. Jack Sidney Dorsey, the commandant of the Sixth Naval District, who has had his headquarters in Charleston, S.C.

Since 1965, Admiral Dorsey has worn two hats, also serving as commander, Charleston Naval Base.

Admiral Dorsey's retirement brings to an end an outstanding career that actually began 45 years ago.

Jack Dorsey joined the U.S. Navy as an enlisted man in July 1923, attended electricians school at Hampton Roads, Va., then served 2 years at sea aboard the destroyer *Reuben James*.

Students of naval history will remember that *Reuben James* was the ship which was sunk by German U-boats before the start of World War II and is the subject of a well-known folk song which begins:

What were their names? What were their names?

Did you have a friend on the good *Reuben James*?

The young sailor, Jack Dorsey, was discharged in 1926 and received a Presidential appointment to the U.S. Naval Academy. He was commissioned an ensign in June of 1930.

He served at sea as an officer aboard the battleship *Colorado* and then received flight training in Pensacola, Fla., being designated a naval aviator in 1932. Prewar seaduty assignments took him to the old U.S.S. *Langley* and the carrier *Ranger* and to the U.S.S. *McCormack* where he served as first lieutenant and torpedo officer.

From 1938 to 1940, he served as a communication officer for Cruiser Division 6 in Hawaii, and in the early days of World War II had duty aboard the U.S.S. *Pruitt* in the Pacific. He was aboard the ship at Pearl Harbor in December 1941. During the war he commanded the U.S.S. *Chandler* and Mine Division 5 operating in the Aleutians. As the war came to a close, he was serving on the joint staff in Okinawa.

It was on the orders of Gen. Douglas MacArthur that he was awarded the Bronze Star Medal for meritorious service in the Okinawa assignment.

His postwar service took him to a variety of duties, principally in communications assignments, and his sea commands included Destroyer Division 142, the U.S.S. *Marquette*, and Destroyer Squadron 36. In 1958, he became the Deputy Director of the Joint Staff, Joint Chiefs of Staff, for communications and electronics. It was in 1958 that he was elevated to the rank of rear admiral.

Admiral Dorsey first got acquainted with Charleston in 1960 when he took command of the Destroyer Flotilla 6, with additional duties as commander, Destroyer Force Atlantic. It was love at first sight on both his part and Charleston's.

In 1962, he was made commander, Naval Base, Newport, R.I., and a year later became Deputy Director for Communications, Satellite Project Office, Defense Communications Agency. He later served as Chief of Staff of the Agency before returning to Charleston in 1965 as commandant of the 6th Naval District.

I am sure I speak for all of Charleston when I say we wish Jack Dorsey and his lovely wife, Marie, happiness and contentment as they enter retirement and a very well-earned rest. We are proud of Jack Dorsey in Charleston, and his country should be proud of him too.

INTRODUCTION OF BILL TO CHANGE THE TITLE OF THE OFFICE OF "ARCHITECT OF THE CAPITOL" TO "SUPERINTENDENT OF THE CAPITOL BUILDING AND GROUNDS"

The SPEAKER pro tempore (Mr. ROSTENKOWSKI). Under previous order of the House, the gentleman from New York [Mr. KUPFERMAN] is recognized for 30 minutes.

Mr. KUPFERMAN. Mr. Speaker, today I have introduced a bill to change the title of the "Architect of the Capitol" to "Superintendent of the Capitol Building and Grounds." This action should have been taken long ago. The title "Architect of the Capitol" is misleading and erroneous.

The person presently occupying this office, Mr. J. George Stewart, is not an

Aug. 1, 1968

23. FLOOD CONTROL. Agreed to the conference report on S. 3710, to authorize the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes (pp. S9999-10002). The conference substitute amendment regarding authorization for flood protection in the Mo. River Basin with a requirement that there be mutual agreement between the States involved on a flood control plan for mitigation of fish and wildlife losses requires this agreement to be reached in 6 months following completion of the reservoir study. This bill will now be sent to the President.
24. FARM PROGRAM. Passed with amendment H. R. 17126, to amend the Food and Agriculture Act of 1965 (pp. S9998-99). Agreed to an amendment to strike all after the enacting clause of H. R. 17126 and insert the language of S. 3590 in lieu thereof (p. S9999). Conferees were appointed (p. S9999). House conferees have not been appointed.
25. FOOD STAMPS. Conferees were appointed on S. 3068, to amend the Food Stamp Act of 1964 (p. S9999). House conferees have not been appointed.
26. TRAILS. Conferees were appointed on S. 827, to establish a nationwide system of trails (pp. S10010-12). House conferees have not been appointed.
27. RECREATION. Sen. Moss called for legislation "to open up our national parks more widely" to serve more visitors. pp. S9928-31
28. FOREIGN TRADE. Sen. Young, Ohio, stated, "Increased trade from America with European Communist nations will also provide a powerful political tool to woo them toward peace, complete independence of Russia, and consumer orientation." pp. S9940-1
29. WILDLIFE. Sen. Yarborough inserted an article endorsing his bill to prevent the importation of endangered species of fish or wildlife into the U. S. p. S9945
30. PLANNING-PROGRAMMING-BUDGETING. Sen. Proxmire stated the Joint Economic Committee supported establishing a planning-programming-budgeting system within all agencies of the Federal Government and stated that the Budget Bureau has advised the committee of its efforts to assist the agencies to adopt appropriate discounting procedures. p. S9946
31. EDUCATION. Several Senators criticized withholding of appropriations to aid the education of children attending local schools that are federally affected. pp. S9954, S9955, S10017-8

EXTENSION OF REMARKS

32. RURAL AREAS. Sen. Randolph stressed the need to have rural areas livable and attractive enough to reverse the current population surge to congested urban centers. pp. E7203-5
33. CONSERVATION. Sen. Bayh stated that it is of prime importance that young Americans become acquainted with the values of conservation and inserted an

article on this subject. pp. E7209-10

34. TAXATION. Rep. Hunt stated that the "balloon of optimism" for the revenue-expenditure package is "beginning to deflate", and inserted an article on the plight of the individual taxpayer. pp. E7238-9
35. OPINION POLL. Rep. Helstoski inserted the results of a questionnaire which includes items of interest to this Department. pp. E7239-41
36. FOOD ADDITIVES. Rep. Hosmer criticized HEW for failing to comply with his request for a report on his proposed bill to curb Food and Drug Administration's power to regulate food supplements, including vitamins. pp. E7245-6
37. FORESTS; PEST CONTROL. Rep. Johnson, Calif., commended the development of improved techniques to "measure quickly and cheaply the extent of beetle infestation as a necessary step leading to salvage of the damaged timber." pp. E7246-7

BILLS INTRODUCED

38. TAXATION. S. 3966 by Sen. Hartke, to assist the cities of the United States to meet their needs for increased revenues by sharing with them a portion of the revenues derived from the Federal income tax; to Finance Committee. Remarks of author pp. S9938-9
H. R. 19182 by Rep. Horton, to amend the farm tax loss provision of the Internal Revenue Code; to Ways and Means Committee. Remarks of author, p. E7233
39. RECLAMATION. H. R. 19188 by Rep. Johnson, Calif., to authorize the Secretary of the Interior to construct, operate, and maintain the Consumnes River division, Central Valley project, California; to Interior and Insular Affairs Committee. Remarks of author pp. H8099-100
H. R. 19209 by Rep. White, to authorize the Secretary of the Interior to engage in a feasibility investigation of the Red Bluff rehabilitation project in Texas; to Interior and Insular Affairs Committee.
40. PROPERTY. H. R. 19192 by Rep. Brotzman, to provide for equitable acquisition practices, fair compensation, and effective relocation assistance in real property acquisitions for Federal and federally assisted programs; to Public Works Committee.
H. R. 19193 by Rep. Brotzman, to amend the Internal Revenue Code of 1954 and the Social Security Act to provide for more equitable treatment of persons affected by real property acquisitions in Federal or federally assisted programs; to Ways and Means Committee.
H. R. 19200 by Rep. St. Onge, to authorize the payment to local governments of sums in lieu of taxes and special assessments with respect to certain Federal real property; to Interior and Insular Affairs Committee.
and H. R. 19205 by Rep. Kleppe,
41. RURAL AREAS. H. R. 19201 by Rep. Sandman, to establish a community self-determination program to aid the people of urban and rural communities in securing gainful employment, achieving the ownership and control of the resources of their community, expanding opportunity, stability, and self-determination, and making their maximum contribution to the strength and well-being of the Nation; to Ways and Means Committee.

(5) By striking out "the calendar years 1964 through 1969" in section 339(b) of the Agricultural Adjustment Act of 1938, as amended, and substituting "1964 through 1973 calendar years".

(6) By striking out "the calendar years 1966 through 1969" wherever they appear in section 502 of the Food and Agriculture Act of 1965, and substituting "1966 through 1973 calendar years".

(7) By striking out "1966 through 1969 crops" in section 506 of the Food and Agriculture Act of 1965, and substituting "1966 through 1973 crops".

PROJECTED FARM YIELD COMPUTATION

SEC. 402. Effective beginning with the 1969 crop, section 301(b)(13)(K) of the Agricultural Adjustment Act of 1938, as amended, is amended by striking out "three calendar years" and substituting "five calendar years".

WHEAT ALLOTMENT COMPUTATION

SEC. 403. Effective beginning with the 1969 crop, section 332(b) of the Agricultural Adjustment Act of 1938, as amended, is amended by striking out "owned by the Commodity Credit Corporation" and substituting "on hand in the United States".

COST OF WHEAT MARKETING CERTIFICATES TO PROCESSORS

SEC. 404. Section 379e of the Agricultural Adjustment Act of 1938, as amended, is amended by striking out "1969" and substituting "1973".

DATE FOR DETERMINING WHEAT SUPPORT PRICE

SEC. 405. Effective beginning with the 1969 crop, section 107 of the Agricultural Act of 1949, as amended, is amended by inserting in paragraph (1)(a) after the words "100 per centum of the parity price" the following: "as of the beginning of the marketing year as estimated by the Secretary not earlier than May 1 preceding the beginning of such marketing year,".

TITLE V—WOOL

EXTENSION OF WOOL ACT

SEC. 501. Section 703 of the National Wool Act of 1954, as amended, is extended by striking out "December 31, 1969" and substituting "December 31, 1973".

TITLE VI—CROPLAND ADJUSTMENT

EXTENSION OF CROPLAND ADJUSTMENT PROGRAM

SEC. 601. Section 602 of the Food and Agriculture Act of 1965 is amended—

(1) By striking out "the calendar years 1965 through 1969" in subsection (a) and substituting "1965 through 1973 calendar years".

(2) By striking out "during any of the fiscal years ending June 30, 1966 through June 30, 1968 or during the period June 30, 1968 through December 31, 1969" in subsection (k) and substituting "during any of the fiscal years ending prior to July 1, 1972, or during the period July 1, 1972, through December 31, 1973".

ADVISORY COMMITTEE EXPENSES

SEC. 602. Section 602(p) of such Act is amended by striking out of the last sentence thereof the words "or expenses" and inserting "other than transportation expenses and per diem as provided by section 5703(c) of title 5, United States Code".

TERMINATION OF AGREEMENTS

SEC. 603. Section 602 of such Act is amended by adding a new subsection (r) as follows: "(r) The Secretary may terminate agreements which are entered into with producers after the effective date of this subsection if he determine such action to be in the national interest and gives public notice in ample time to permit producers a reasonable opportunity to make arrangements to return their land to agricultural production."

TITLE VII—RICE

EXTENSION OF CONTINGENT RICE ACREAGE DIVERSION PROGRAM

SEC. 701. Section 353(c)(7) of the Agricultural Adjustment Act of 1938, as amended, is amended by striking out "1966, 1967, 1968, or 1969" and substituting "1966 or any succeeding year up to and including 1973".

TITLE VIII—MISCELLANEOUS

EXTENSION OF TOBACCO ALLOTMENT LEASE AUTHORITY

SEC. 801. Section 316(a) of the Agricultural Adjustment Act of 1938, as amended, is amended by striking out of the first sentence thereof "1962 through 1969", and inserting "1962 through 1973".

RESTRICTION ON REDUCTION OF STATE AND COUNTY PROJECTED YIELDS

SEC. 802. Section 708 of the Food and Agriculture Act of 1965 is amended by adding at the end thereof the following: "The projected yield for any State or county for the 1969 and succeeding crops of any commodity shall not be less than 95 per centum of the yield established for such State or county for the preceding crop."

EXTENSION OF BOILED PEANUT EXEMPTION

SEC. 803. The last paragraph of the Act entitled "An Act to amend the peanut marketing quota provisions of the Agricultural Adjustment Act of 1938, as amended, and for other purposes," approved August 13, 1957 (7 U.S.C. 1359 note), is amended to read as follows: "This amendment shall be effective for the 1957 through 1973 crops of peanuts."

MARKETING ORDERS FOR APPLES PRODUCED IN COLORADO, UTAH, AND NEW MEXICO

SEC. 804. Clause (A) of the first sentence of section 8c(2) of the Agricultural Adjustment Act, as reenacted and amended by the Agricultural Marketing Agreement Act of 1937 and subsequent legislation, is amended by striking out "and Connecticut" and inserting in lieu thereof "Connecticut, Colorado, Utah, New Mexico, Illinois, and Ohio".

ADVERTISING PROGRAMS FOR APPLES

SEC. 805. (a) Section 2(3) of the Agricultural Adjustment Act, as reenacted and amended by the Agricultural Marketing Agreement Act of 1937 and subsequent legislation, is amended by inserting ", such marketing research and development projects provided in section 8c(6)(I), and" immediately after "section 8c(6)(H)".

(b) The proviso at the end of section 8c(6)(I) of such Act, as amended, is amended by striking out "or avocados" and inserting in lieu thereof "avocados, or apples".

The PRESIDING OFFICER. The question is on agreeing to the amendment.

The amendment was agreed to.

The PRESIDING OFFICER. The question is on the engrossment of the amendment and the third reading of the bill.

The amendment was ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time, and passed.

Mr. ELLENDER. Mr. President, I move that the Senate insist on its amendment, request a conference with the House of Representatives thereon, and that the Chair be authorized to appoint conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. ELLENDER, Mr. HOLLAND, Mr. TALMADGE, Mr. JORDAN of North Carolina, Mr. AIKEN, Mr. YOUNG of North Dakota, and Mr. BOGGS conferees on the part of the Senate.

AMENDMENT OF FOOD STAMP ACT OF 1964

Mr. ELLENDER. Mr. President, I ask the Chair to lay before the Senate a message from the House of Representatives on S. 3068.

The PRESIDING OFFICER laid before the Senate the amendment of the House of Representatives to the bill (S. 3068) to amend the Food Stamp Act of 1964, as amended which was, strike out all after the enacting clause, and insert:

That subsection (a) of section 16 of the Food Stamp Act of 1964 is amended (A) by deleting from the first sentence the phrase "not in excess of \$225,000,000 for the fiscal year ending June 30, 1969;" and inserting in lieu thereof the following: "such sums as may be necessary for each of the fiscal years ending June 30, 1969, 1970, 1971, and 1972;" and (B) by adding at the end of the subsection the following sentence: "On or before January 20 of each year, the Secretary shall submit to Congress a report setting forth operations under this Act during the preceding calendar year and projecting needs for the ensuing calendar year." and section 5(b) of such Act is amended by adding at the end thereof the following: "Notwithstanding any other provision of law, any person who is engaged in a strike, labor dispute, or voluntary work stoppage shall be ineligible to participate in any food stamp program established pursuant to this Act: *Provided*, That if any such person was eligible for and was receiving food stamp assistance pursuant to the provisions of this Act prior to the existence of a strike, labor dispute, or voluntary work stoppage, such person shall not be ineligible for participation in the food stamp program solely as a result of engaging in such strike, labor dispute, or voluntary work stoppage. Notwithstanding any other provision of law, any person who is a student attending an institution of higher learning shall be ineligible to participate in any food stamp program established pursuant to this Act: *Provided further*, That if any such person was eligible for and was receiving food stamp assistance pursuant to the provisions of this Act prior to being enrolled as a student at an institution of higher learning, such person shall not be ineligible for participation in the food stamp program solely as the result of being a student attending an institution of higher learning."

Mr. ELLENDER. Mr. President, I move that the Senate insist on its amendments, request a conference with the House thereon, and that the Chair be authorized to appoint conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. ELLENDER, Mr. HOLLAND, Mr. TALMADGE, Mr. JORDAN of North Carolina, Mr. AIKEN, Mr. YOUNG of North Dakota, and Mr. BOGGS conferees on the part of the Senate.

OMNIBUS RIVERS AND HARBORS BILL—CONFERENCE REPORT

Mr. YOUNG of Ohio. Mr. President, I submit a report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 3710) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes. I ask unanimous con-

sent for the present consideration of the report.

The PRESIDING OFFICER. The report will be read for the information of the Senate.

The legislative clerk read the report.

(For conference report, see House proceedings of July 29, 1968, pp. H7735-H7741, CONGRESSIONAL RECORD.)

The PRESIDING OFFICER. Is there objection to the present consideration of the report?

There being no objection, the Senate proceeded to consider the report.

Mr. YOUNG of Ohio. Mr. President, the report comes before the Senate by unanimous vote of the Senate conferees. It authorizes the construction, repair, and preservation of certain public works on rivers and harbors, for navigation, flood control, and other purposes.

The House and Senate conferees met on several occasions to consider, and they did consider fully, the differences in S. 3710, the rivers and harbors-flood control omnibus bill.

We had long deliberations. The distinguished chairman of the Public Works Committee of the Senate, the Senator from West Virginia [Mr. RANDOLPH], guided the legislation very adroitly through the conference.

We of the Senate conferees obtained practically everything we sought to obtain, with the exception of a couple of matters to which I shall refer very briefly in a moment.

Mr. President, we have agreed on a substitute measure. In the judgment of the Senate conferees, it is a fair and equitable compromise.

The bill as agreed upon authorizes the construction of 73 meritorious projects, at an estimated cost of \$1.2 billion. This brings the total cost of the bill, including the amount of \$469 million authorized for projects in approved basin plans on which there was no disagreement, to \$1.2 billion.

This amount is slightly more than the total approved by the House, and somewhat below the amount passed in the Senate when we acted on the legislation.

I am informed that in the House of Representatives the conference report was ratified within a few minutes yesterday, and without any controversy.

In most instances we of the Senate were successful in upholding the position of the Senate. However, the House conferees would not recede in their disagreement to three items. The Senate conferees tried to be most persuasive and persistent in our argument.

The items in which the House conferees would not concur with our views included restoration of the full amount for the Red River Waterway, transfer of the Yazoo River project from title I to title II, and the Devil's Jump Dam and Reservoir in Kentucky and Tennessee.

My colleague the distinguished Senator from Kentucky [Mr. COOPER] fought valiantly for the Devil's Jump Dam and Reservoir. He had the backing of every one of the Senate conferees, but there could be no agreement thereon.

In the case of the Red River Waterway, the Senate committee will give consideration to fully authorizing this project during consideration of the next omnibus

bill. That item was worked out in that manner.

Further consideration will also be given at that time to the Mississippi River and tributary project.

With respect to the Devil's Jump Dam, for which we pressed so hard, and for which the Senator from Kentucky [Mr. COOPER] pressed eloquently and persistently, but without success, he finally brought in a substitute offer, and the conferees did agree to a restudy of the project, to be made by the Chief of Engineers and other Federal agencies.

This action, I feel, will be most helpful to Congress in its further consideration of the matter, and, in reality, I feel in the end it was a very substantial accomplishment on the part of our colleague, the Senator from Kentucky [Mr. COOPER].

Mr. President, I feel we have a good bill here, finally, and I recommend that the Senate agree to the conference report.

Mr. RANDOLPH. Mr. President, this afternoon, as we consider the conference report, I wish to express tribute to the distinguished Senator from Ohio [Mr. Young] and the distinguished Senator from Kentucky [Mr. COOPER], the respective leaders in their parties in the conference, and to all those who joined in discussion with the House conferees of the projects that are included in the omnibus rivers and harbors bill.

Senator Young and Senator COOPER and those who signed the report with them—five Democrats and three Republicans in all—were desirous of bringing back to the Senate a measure which retained, insofar as possible, the authorization for these projects, including the river basins—a total of \$1.7 billion, approximately, with some 107 projects included in that figure.

I believe the Senator from Ohio handled the measure in conference in a very helpful and realistic manner. He was chosen as chairman of the conference. The Senate and House conferees worked with him in bringing the conference report into being. I know that I benefited from the give and take, as always in conference with House Members; but the fair and courteous conduct of our conference chairman, the Senator from Ohio [Mr. Young] deserves our accolade at this time.

The other body had added a number of projects to the bill. All these added items were examined closely prior to our meeting. Most of the projects were meaningful, meritorious projects, and were acceptable to the Senate, the Senate having acted earlier on this legislation.

There were several projects, however, in addition to those which have been mentioned by the Senator from Ohio, which required the study and deliberation of the conferees. Included among these were the Port Jefferson Harbor in New York, the Charleston Harbor in South Carolina, the Navasota River in Texas, and the Wabash River in Indiana and Illinois.

The Port Jefferson Harbor project was included in the Senate bill on its merits. It has a benefit-cost ratio of 6 to 1. Of course, this is exceptionally high—almost

unbelievably high. This project had the interest and support of the Senator from New York [Mr. JAVITS], of course, with the support of the State of New York through the Governor of that State, and was approved by all of the Federal agencies, including the Bureau of the Budget.

However, the House felt compelled to delete this item, for reasons other than the merits of the project, which I have indicated are very real. We discussed the project at length with our House counterparts. We indicated that we could not recede, in view of the case that had been established for the authorization.

As to the Charleston Harbor project, in the Senate version of the bill we provided only for negotiation between the Corps of Engineers and the South Carolina Power Authority to limit flow through that company's power facility to reduce silting in the harbor. The House has authorized, in addition to the negotiation feature, construction of a canal and a powerhouse to compensate that power company for loss of power in reducing flow on the Cooper River. This action was in accordance with the recommendation of the Corps of Engineers. The Senate conferees, after examining the factors associated with this proposal, felt justified in receding from objections to the House modifications. It was realized that the problem of silt in that harbor is most acute, and that we have a responsibility to deal with it as effectively as we can, and just as quickly as possible.

As to the Navasota River project in Texas, we feel that an adequate settlement has been made of that matter. The Senate expressed its approval of the project, providing construction of the Millican Dam, with the proviso that the Navasota No. 2 Reservoir project would be restudied prior to its construction. The conferees reached agreement by deleting the provisions of both of the Houses, and leaving the order of construction in accordance with the recommendations of the Chief of Engineers.

The Wabash River project is another one where the conferees established a high degree of understanding of the problem. Here we were faced with differences between the Senate and the House of Representatives, and there has been a controversy as to this project, as we know, with respect to the construction of the Big Walnut Dam and Reservoir.

Our Senate committee believed that it was best to defer this project—and the Senate concurred—until such time as we could have a mutually acceptable project developed by the Chief of Engineers. However, the House indicated that the project was merited at this site and that there was a need for flood control and water supply in that valley. Accordingly, construction was authorized, but not to be initiated until further and approval by the President.

I think that the conferees, the Senator from Ohio [Mr. Young], the Senator from Kentucky [Mr. COOPER], and the others agree fully with my statement that we reached what we considered to be an equitable solution to a very pressing problem.

I believe that at such time as the President gives his approval to this project, the details will have been worked out to the satisfaction of all those who are interested in the project.

I again wish to thank the Senator from Ohio [Mr. Young] and all other members of the conference, both Senate and House conferees. I believe it is in the interest of a continuation of worthwhile projects for rivers and harbors and flood control and the development of basins in this Nation that the conference report receive the support of the Senate at this time.

Mr. COOPER. Mr. President, the Senate-House conference report on S. 3710, known generally as the Omnibus Rivers and Harbors-Flood Control Act, or the biennial public works authorization bill, authorizes a number of navigation, flood control and harbor projects, and would also extend the authorization for the river basin plans. I serve as the ranking minority member of the Subcommittee on Flood Control-Rivers and Harbors, which held hearings on these projects, as well as on the full Senate Committee on Public Works which recommended S. 3710 to the Senate.

I wish at this time, not only in response to the gracious remarks of the chairman of the committee, the distinguished senior Senator from West Virginia [Mr. RANDOLPH], but also because it is true, to speak of his diligence and fairness during consideration by the committee of all the matters which have come before the committee this year—subjects important to the national economy, to the development of local resources, and to the people of the country.

During this 90th Congress, in the session this year, and in particularly in the last 2 weeks, we have dealt with, and he has guided through the Senate, bills of great significance—including air pollution control; extension of the Appalachian Redevelopment Act; highways, including the act of 1962 embodying the new relocation assistance; and now this bill authorizing navigation, flood control, and other river and harbor projects.

I will pay my respects also to the Senator from Ohio [Mr. Young], who, as chairman of the Flood Control-Rivers and Harbors Subcommittee, conducted the hearings and guided the consideration of the projects in this bill. I call attention also to the work and contribution made by my colleagues, Senators FONG, BOGGS, MURPHY, JORDAN of Idaho and BAKER, and of all the members of the committee, as we have worked together on the legislation considered by the committee, and in some instances very largely initiated and developed by the Senate Committee on Public Works.

Mr. President, of course this bill contains many projects located throughout the country. But I would like to speak briefly at this time of two provisions of interest in my own State. As reported by our committee and passed in the Senate, the bill contained the authorization for two projects located in Kentucky.

The first is the local flood protection project for southwestern Jefferson County, which is included in section 203 under the heading "Ohio River Basin" at

an estimated cost of \$19.8 million. I know the project is needed and will be welcomed in Jefferson County, which is the county in which the city of Louisville is located.

A second project was authorized by the Senate bill, but was not contained in the House bill and was therefore an item of disagreement in the conference. It proposed the authorization of the Devils Jump Dam and Reservoir on the Big South Fork of the Cumberland River, and I will describe it very briefly.

The site of the proposed Devils Jump Dam is in McCreary County, Ky., about 42 miles above the confluence of the Big South Fork and the Cumberland Rivers at Burnside, Ky. The main area of the reservoir would be situated in Tennessee, but part would be in Kentucky. The project, for which I have worked for years, has been strongly supported by officials, organizations, and hundreds of citizens in the area.

The Devils Jump project has been approved by the Corps of Engineers and by every interested agency of the Federal Government after thorough study. It has been approved by three administrations—those of President Eisenhower, President Kennedy, and President Johnson. It has the approval of the States of Kentucky and Tennessee. And, it has been approved on five occasions by the Senate Committee on Public Works and the Senate itself—in the public works authorization bills of 1962, 1963, 1965, 1966, and 1968.

I have lived in this area all my life, as has my family for 170 years. I know the people—and I know that this project would be of great help.

I had hoped very much that this year the Senate-House conference on public works authorizations would approve the project. I was a member of the Senate-House conference, and think it proper to say that in the conference the Senate conferees and I fought hard for the project and did our best to secure its approval. In fact, the conference adjourned on last Thursday over this item, which was taken up again at the meeting of the conferees on Friday. However, the House conferees were adamant and again refused to approve the project.

I considered this continuing stalemate, this impasse between the House and Senate which has continued for 6 years, to be of no help to the people of the area. It was producing nothing, and in fact the failure of the House of Representatives to resolve the issue one way or another was resulting also in an inability to consider alternative plans for the region.

It was for this reason that I came to the conclusion that we should be prepared to have a decision on the Big South Fork project before it can come up again in 1970, when the next omnibus rivers and harbors bill will be considered by the Congress.

Among the reasons given by the House conferees for their refusal to place the project, with all others in the bill, before the House of Representatives at this time, was the lack of an up-to-date Corps of Engineers report on the cost of the project, the feasibility and marketability of power, and of the cost-benefit com-

putations. Therefore, I proposed a review of the plan of the Corps of Engineers, with a report to Congress by December 31, 1969, to provide up-to-date information on power feasibility and cost before consideration of the next rivers and harbors authorization act.

It is my own belief that the increasing demand for peaking power may well result in a better feasibility at that time. But if it should not, or if the House remains adamant as in the past, I considered it important also to have placed before the Congress alternative plans for the best use of the area and its resources, and for its development to provide economic benefits to the people of the area.

Therefore, I also proposed that the Department of the Interior, the Department of Agriculture and the Corps of Engineers prepare alternative plans for the recreational, conservation, or preservation use of the Big South Fork and its tributaries and contiguous areas in Kentucky and Tennessee. I believe that such alternatives, which could include, for example, development of a national recreation area, could attract thousands of people to this area of beauty.

I emphasize that the purpose of my proposal was to assure that the Congress will have constructive proposals before the next omnibus bill comes up—and to end the present impasse which brings no help to the people of the area and leaves it with nothing.

I want to mention also that before presenting my proposal to the conference, I consulted with my colleague Senator MORTON, with Senator HOWARD BAKER of Tennessee, whose home is in the immediate area, and with Senator GORE who has also been keenly interested in the best development of this area. We were agreed that this proposal appeared to offer a very hopeful approach—one that could lead, without long delay, either to the hydroelectric project or to a comprehensive development plan of great promise to the people of the area.

I am very glad that my proposal was adopted by the Senate-House conference. It is included as section 212 of S. 3710 as contained in the conference report, which has since been adopted by the House of Representatives and is now before the Senate in the final action on this measure before it becomes law.

The section authorizes a study by the corps, as I mentioned, to review the Devils Jump project as to its power feasibility and cost. It authorizes also the study and preparation of alternative plans, by the Department of the Interior, the Department of Agriculture, and the Corps of Engineers, for the use of the Big South Fork and its tributaries and contiguous areas for recreational, conservation, or preservation uses.

The appropriation of funds to carry out these reviews and prepare such plans is authorized by the section, and I hope very much that the Departments will request, and the Bureau of the Budget will recommend, supplemental appropriations for this purpose—and during this session of the Congress. I call attention to the point at this time because it is necessary for the work on these studies to get underway promptly, in order to

have the reports ready by the time specified, at the end of next year.

I do wish to thank the chairman of our committee, Senator RANDOLPH of West Virginia, the chairman of the subcommittee, Senator YOUNG of Ohio, my colleagues, Senator JORDAN of Idaho and Senator FONG, and the other Senate conferees who were steadfast in their support of the Senate position in conference. I acknowledge also the courtesy and attention of the House conferees. I do think this is a constructive step, and look forward to the best development of the area.

Mr. MONRONEY. Mr. President, I would like to compliment the members of the Senate Committee on Public Works and the House Committee on Public Works for their wise action in forbidding entrance and admission fees which have been imposed on fishermen and visitors to our recreational areas for the past several years.

Members of the Senate may remember that I have long fought these fees and succeeded in passing an amendment to knock out this system of fees on sportsmen and vacationers when the bill was originally before the Senate. Unfortunately, the House and Senate conferees deleted my amendment and the entrance charges were then applied. I have consistently sought to repeal these unfair and unreasonable fees on the very people whose taxes have been used to construct the dams and lakes and recreation areas.

My personal investigations and inquiries through various hearings have revealed testimony from the Corps of Engineers that the revenue is infinitesimal in relation to the cost of collecting these fees. Statistics were brought forth in Senate hearings showing that the cost of collecting sometimes exceeded the revenue earned, and that the denial of public access to these tax-created facilities was resented by all. We have appropriated vast sums to create recreational areas and such programs as lakes, parks, and game refuges, and these areas should not be denied the people who paid for them.

The creation of these outdoor recreation areas is of great benefit to the people of our Nation, and the imposition of these nuisance taxes has brought a resentment to a degree which far exceeds the financial returns.

I strongly urge unanimous Senate approval of the conference report which contains an amendment—due in large part to my good friend and fellow Oklahoman, Congressman Ed EDMONDSON—which prohibits the collection of entrance or admission fees at recreation areas of the Corps of Engineers after March 31, 1967. I only wish it could be sooner, for the people of this country are entitled to enjoy our outdoor recreational facilities. The outdoor recreational programs are the best antidote to the conditions that overcrowded ghettos and obsolete cities create.

I urge unanimous passage of this conference report.

Mr. YOUNG of Ohio. Mr. President, I move the adoption of the conference report.

The PRESIDING OFFICER. The question is on agreeing to the motion of the Senator from Ohio.

The motion was agreed to.

Mr. HOLLAND. Mr. President. I have a question or two I would like to address to either the distinguished Senator from Ohio or the distinguished Senator from West Virginia.

One question relates to the project for the depth of the harbor in Miami. I think it is both the harbor and the turning basin.

The Senator will remember that the favorable report came in after the Senate had acted, and I requested the committee to accept an amendment on the floor, which was done.

Is my understanding correct that, as accepted on the floor, and by the committee, that item remains in the conference report?

Mr. YOUNG of Ohio. That project is included in the bill.

Mr. HOLLAND. I thank the Senator. With reference to two other projects, I have understood that while the bill was in conference, a final report was received from the Secretary of the Army, duly approved by the Bureau of the Budget, covering an additional program for the central and south Florida flood control program, and having expanded it and having supplemental with it the so-called Martin County report which really relates to the same area, my understanding was that because of the receipt of those final committee reports while the bill was in conference, and because of the fact that the House had added those items in expectation of the early receipt of those reports, they were both acceptable to the Senate conferees and they appear in the conference report. Is my understanding correct?

Mr. YOUNG of Ohio. The distinguished Senator from Florida is absolutely correct. Those items were inserted in the bill by the House as an amendment and were accepted by us all. It was done by a unanimous vote. They are in the report.

Mr. HOLLAND. They were accepted by the Senate conferees after the final report had come from the Secretary of the Army and the Budget Bureau.

Mr. YOUNG of Ohio. The final report came over and then we accepted those.

Mr. HOLLAND. I thank the Senator. I am very grateful to him and to his associate conferees.

My third question is that my information was that the House had also put in the bill, in the expectation of early receipt from the Secretary of the Army and the Bureau of the Budget, a project known as the missing-link project, covering the Gulf Coast Highway from Tarpon Springs to St. Marks. I wonder what the final action of the conferees was on that particular project.

Mr. YOUNG of Ohio. The report had not come up. However, we approved that project and placed language in the conference report to take care of it when the report does come up.

Mr. HOLLAND. In other words, under the conference report, this will be a project which, if it is approved and then completed, will complete the Gulf Coastal Highway. That is placed in the conference report on a conditional basis, conditioned upon its being hereafter finally approved by the Secretary of the Army and the Budget Bureau.

Mr. YOUNG of Ohio. That is the best we could accomplish. The Senator from West Virginia [Mr. RANDOLPH], the chairman of our committee, worked hard on that matter and might be able to tell the Senator more concerning it.

Mr. HOLLAND. That is a very good "best," as far as the Senator from Florida is concerned.

Mr. RANDOLPH. Mr. President, to reaffirm what the Senator from Ohio has said, we have many projects that come to us from time to time. We took the necessary steps, and understandably so, to secure procedural approval before acting in the Senate or House or conference. And knowing of the intense interest of the Senator from Florida in the so-called missing link—and feeling that there should not be any missing link—we want to help him join those parts together.

What we have done is in the interest of continuity, to keep the project very active. Yet, there has not been full approval because the procedural steps have not yet been fully completed.

Mr. HOLLAND. Mr. President, I thank both of my distinguished friends. I hope they will join us in urging the Budget Bureau to promptly approve that item, because it means a great deal not only to our State but also to the whole gulf coast and to the Mississippi Valley and all other rivers emptying into it which are navigable, and all navigable streams entering into the gulf, to have the missing link completed.

I thank my distinguished friends for their favorable action.

CORRECTION OF CERTAIN REFERENCES IN AMENDMENT OF VETERANS' HOME LOAN PROGRAM OF 1968

Mr. PROXMIRE. Mr. President, I introduce, and send to the desk, a joint resolution and ask that it be read, but that it not be referred to a committee because I expect to make a unanimous-consent request.

Mr. President, this joint resolution merely corrects a technical error that was made in Public Law 90-301 approved May 7, 1968. The error relates to the numbering and lettering of the subsections that relate to the members of the Commission which was established by the Public Law to study mortgage interest rates and to make recommendations.

The way the law is written at present, payment would be directed to the congressional members of the Commission instead of the appointed members for whom payment was originally intended. Accordingly, a correction is necessary. The resolution merely changes the numbering and lettering of the subsections so as to permit proper payment.

I feel that there should be no objection to making this correction. Therefore, Mr. President, I ask unanimous consent that the joint resolution be considered immediately and passed.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Wisconsin?

There being no objection, the joint resolution (S.J. Res. 197) to correct certain references in section 4(i) of the act entitled "An act to amend chapter 37 of



Public Law 90-483
90th Congress, S. 3710
August 13, 1968

An Act

82 STAT. 731

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—RIVERS AND HARBORS

River and Harbor
Act of 1968.

SEC. 101. That the following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated. The provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public Law Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full.

59 Stat. 10.

NAVIGATION

Ipswich River, Massachusetts: House Document Numbered 265, Ninetieth Congress, at an estimated cost of \$616,000;

Fall River Harbor, Massachusetts and Rhode Island: House Document Numbered 175, Ninetieth Congress, at an estimated cost of \$8,762,000;

Bristol Harbor, Rhode Island: House Document Numbered 174, Ninetieth Congress, at an estimated cost of \$873,000;

Port Jefferson Harbor, New York: House Document Numbered 277, Ninetieth Congress, at an estimated cost of \$2,455,000;

Hempstead Harbor, New York: House Document Numbered 101, Ninetieth Congress, at an estimated cost of \$703,000;

Cooper River, Charleston Harbor, South Carolina: Senate Document Numbered 88, Ninetieth Congress, at an estimated cost of \$5,381,000;

Miami Harbor, Florida: Senate Document Numbered 93, Ninetieth Congress, at an estimated cost of \$6,476,000;

Gulf Intracoastal Waterway, St. Marks to Tampa Bay, Florida: Chief of Engineers' Report dated June 6, 1968, except that (1) not to exceed \$40,000,000 is authorized for initiation of such project, and (2) construction of this project shall not be initiated until such plan is approved by the Secretary of the Army and the President;

Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana: House Document Numbered 155, Ninetieth Congress, at an estimated cost of \$8,645,000;

Red River Waterway, Louisiana, Texas, Arkansas, and Oklahoma: House Document Numbered 304, Ninetieth Congress, except that not to exceed \$50,000,000 is authorized for initiation of such project;

Mississippi River-Gulf Outlet, Michoud Canal, Louisiana: Senate Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,300,000;

Mississippi River Outlets, Venice, Louisiana: House Document Numbered 361, Ninetieth Congress, at an estimated cost of \$4,520,000;

Yazoo River, Mississippi: House Document Numbered 342, Ninetieth Congress, at an estimated cost of \$52,147,000;

Corpus Christi Ship Canal, Texas: Senate Document Numbered 99, Ninetieth Congress, at an estimated cost of \$19,042,000;

Month of the Colorado River, Texas: Senate Document Numbered 102, Ninetieth Congress, at an estimated cost of \$8,000,000;

Wilson Harbor, New York: House Document Numbered 112, Ninetieth Congress, at an estimated cost of \$198,000;

Cattaraugus Creek Harbor, New York: House Document Numbered 97, Ninetieth Congress, at an estimated cost of \$1,315,000;

Hamlin Beach State Park, New York: House Document Numbered 358, Ninetieth Congress, at an estimated cost of \$500,000;

Forestville Harbor, Michigan: House Document Numbered 183, Ninetieth Congress, at an estimated cost of \$538,000;

Tawas Bay Harbor, Michigan: House Document Numbered 189, Ninetieth Congress, at an estimated cost of \$466,000;

Detroit River, Trenton Channel, Michigan: House Document Numbered 338, Ninetieth Congress, at an estimated cost of \$31,300,000;

Snohomish River (Everett Harbor), Washington: House Document Numbered 357, Ninetieth Congress, at an estimated cost of \$1,108,000;

Humboldt Harbor and Bay, California: House Document Numbered 330, Ninetieth Congress, at an estimated cost of \$2,430,000;

Port Hueneme, California: House Document Numbered 362, at an estimated cost of \$1,000,000;

Ventura Marina, California: House Document Numbered 356, at an estimated cost of \$1,540,000;

San Diego Harbor, California: House Document Numbered 365, Ninetieth Congress, at an estimated cost of \$5,360,000;

Kake Harbor, Alaska: Senate Document Numbered 70, Ninetieth Congress, at an estimated cost of \$1,760,000;

King Cove Harbor, Alaska: Senate Document Numbered 13, Ninetieth Congress, at an estimated cost of \$522,000;

Sergius and Whitestone Narrows, Alaska: Senate Document Numbered 95, Ninetieth Congress, at an estimated cost of \$3,030,000;

Coasts of Hawaiian Islands, Harbors for Light Draft Vessels: House Document Numbered 353, Ninetieth Congress, at an estimated cost of \$1,256,000.

BEACH EROSION

Brevard County, Florida: House Document Numbered 352, Ninetieth Congress, at an estimated cost of \$680,000.

SEC. 102. The project for beach erosion control, Fort Pierce, Florida, authorized by the River and Harbor Act of 1965 (79 Stat. 1089, 1092) in accordance with the recommendations of the Chief of Engineers in House Document Numbered 84, Eighty-ninth Congress, is hereby modified to provide for construction of the project and periodic nourishment for ten years by the Secretary of the Army, acting through the Chief of Engineers. In addition to applicable requirements of local cooperation set forth in the aforementioned report of the Chief of Engineers, local interests shall, prior to construction, give assurances satisfactory to the Secretary of the Army that they will—

(1) contribute in cash, either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction or nourishment schedules, as determined by the Chief of Engineers, all costs of initial construction and periodic nourishment for ten years exclusive of costs assigned to the Federal Government in the aforementioned recommendations of the Chief of Engineers; and

(2) hold and save the United States free from damages due to the construction works.

SEC. 103. (a) That section 2 of the Act entitled "An Act authorizing the Secretary of War to sell and convey to the town of Marmet,

West Virginia, two tracts of land to be used for municipal purposes", approved July 8, 1942 (56 Stat. 651) is hereby amended by deleting the period after the words "related municipal purposes" and inserting thereafter the phrase "including firefighting facilities and structures".

(b) The Secretary of the Army is authorized and directed to issue to the town of Marmet, West Virginia, without monetary consideration therefor, such written instruments as may be necessary to carry out the provisions of this section.

SEC. 104. (a) That notwithstanding any other provision of law, the Secretary of the Army or his designee, is authorized and directed to convey to the State of West Virginia, subject to the terms and conditions hereinafter stated, and to such other terms and conditions as the Secretary of the Army, or his designee, shall deem to be in the public interest, all right, title, and interest of the United States in and to certain real property, together with improvements thereon, located at Ohio River locks and dams numbered 16, 19, 20, and 21 in West Virginia as described in subsection (b) of this section. No property shall be conveyed under authority of this section until these locks and dams have been determined by the Secretary to be in excess to the requirements of the Department of the Army and suitable replacement facilities are in operation under the Ohio River navigation modernization program. The Secretary may make such prior disposition of such facilities and improvements on such lands as he deems to be in the best interest of the United States.

State of West
Virginia.
Conveyance.

(b) The real property authorized for conveyance by subsection (a) of this section comprise all or portions of such lands and improvements as may be determined excess of four lock and dam projects on the Ohio River in the State of West Virginia and designated as, number 16 (Willow Island Pool) in Tyler County, numbers 19 and 20 (Belleville Pool) in Wood County, and number 21 (Racine Pool) in Jackson County. The exact descriptions and acreage to be determined by the Secretary by accurate surveys, the cost of which is to be borne by the State of West Virginia.

(c) The conveyance authorized herein shall provide that said property shall be used only for public park and recreation purposes and such other uses directly related to the programs of the West Virginia Department of Natural Resources, and if it ever ceases to be used for such purposes, title to said property shall immediately revert to the United States. Any deed of conveyance shall also be subject to and include the following additional terms and conditions:

Use of
property.

Terms and
conditions.

(1) The State of West Virginia shall pay the United States as consideration for the conveyance 50 per centum of the current fair market value of the property as determined by the Secretary of the Army.

(2) There shall be reserved to the United States such flowage easements and rights-of-way for roads and utility lines as the Secretary determines may be required for other navigation projects.

(3) Such other restrictions, terms, and conditions as the Secretary deems necessary to protect the interests of the United States.

(d) Any moneys paid for the conveyances referred to herein shall be covered into the United States Treasury as miscellaneous receipts.

SEC. 105. (a) That the Secretary of the Army shall convey, without monetary consideration, to the city of Buffalo, New York, all right, title, and interest of the United States in and to certain real property underlying Lake Erie containing approximately 46.01 acres and more particularly described in subsection (b) of this section, on condition that such real property be used for public park and recreational development purposes and if such property shall ever cease to be used for such purposes, title thereto shall revert to the United States.

Buffalo, N. Y.
Conveyance.

(b) The real property referred to in this section is more particularly described as follows:

(1) PARCEL E.—Beginning at the point of intersection of the south line of outer lot 39 prolonged and the shoreline of Lake Erie as established in 1846, which point bears south 68 degrees 28 minutes west, a distance of 140 feet, more or less, from United States Monument numbered 7, which monument is the southeasterly corner of the said outer lot 39;

thence southwesterly at right angles with the established harbor line 1,140 feet, more or less, to the said harbor line;

thence northwesterly along said harbor line, 1,310 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and a line 330 feet northerly at right angles from and parallel with the south line of outer lot 36;

thence northeasterly at right angles with said harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846;

thence southeasterly along said shoreline of Lake Erie 1,320 feet, more or less, to the point of beginning containing 34.04 acres, more or less.

(2) PARCEL C-B.—Beginning at the point of intersection of the shoreline of Lake Erie with the northerly line of land deeded to the United States Government, October 21, 1846, said line also extending in a due east and west direction and passing through the northwest corner of outer lot 36 (United States Monument No. 2), said point of beginning being also 480 feet, more or less, west of the said northwest corner of outer lot 36;

thence southeasterly along said shoreline of Lake Erie in 1846 a distance of 470 feet, more or less, to the intersection with a line 330 feet northerly at right angles from and parallel with the south line of lot 36, said line being also the north line of lands deeded to the United States Government, September 25, 1847;

thence southwesterly at right angles to established harbor line 1,115 feet, more or less, to the established harbor line;

thence northwesterly along said harbor line 465 feet, more or less, to the point of intersection of said harbor line and a line at right angles thereto passing through the point of intersection of the shoreline of Lake Erie in 1846 and the line extending in a due east and west direction and passing through the northwest corner of outer lot 36;

thence easterly at right angles to established harbor line 1,115 feet, more or less, to the shoreline of Lake Erie in 1846, which is the above referenced point of beginning, containing 11.97 acres, more or less.

(c) Any deed of conveyance made pursuant to this section shall reserve to the United States, for a period not to exceed seven years, the right to use such lands for a spoil disposal area for materials dredged from the Buffalo Harbor Project, including the right to place structures thereon and to perform all other actions incident to such use, together with the rights of ingress and egress thereto. Such deed shall contain such additional terms and conditions as may be determined by the Secretary of the Army to be necessary to protect the interest of the United States.

SEC. 106. (a) The Chief of Engineers, Department of the Army, under the direction of the Secretary of the Army, shall make an appraisal investigation and study, including a review of any previous relevant studies and reports, of the Atlantic, Gulf, and Pacific coasts of the United States, the coasts of Puerto Rico and the Virgin Islands, and the shorelines of the Great Lakes, including estuaries and bays thereof, for the purpose of (1) determining areas along such coasts

and shorelines where significant erosion occurs; (2) identifying those areas where erosion presents a serious problem because the rate of erosion, considered in conjunction with economic, industrial, recreational, agricultural, navigational, demographic, ecological, and other relevant factors, indicates that action to halt such erosion may be justified; (3) describing generally the most suitable type of remedial action for those areas that have a serious erosion problem; (4) providing preliminary cost estimates for such remedial action; (5) recommending priorities among the serious problem areas for action to stop erosion; (6) providing State and local authorities with information and recommendations to assist the creation and implementation of State and local coast and shoreline erosion programs; (7) developing recommended guidelines for land use regulation in coastal areas taking into consideration all relevant factors; and (8) identifying coastal areas where title uncertainty exists. The Secretary of the Army shall submit to the Congress as soon as practicable, but not later than three years after the date of enactment of this Act, the results of such appraisal investigation and study, together with his recommendations. The views of concerned local, State, and Federal authorities and interests will be taken into account in making such appraisal investigation and study.

Report to Congress.

(b) There are authorized to be appropriated such amounts, not to exceed \$1,000,000, as may be necessary to carry out the provisions of this section.

Appropriation.

SEC. 107. That the projects for the Illinois Waterway and Grand Calumet River, Illinois and Indiana (Calumet-Sag navigation project), authorized by the River and Harbor Act of July 24, 1946, are hereby modified substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 45, Eighty-fifth Congress, insofar as such recommendations apply to existing highway bridges in Part II: Grand Calumet River and Indiana Harbor Canal, at an estimated cost of \$33,265,000.

60 Stat. 634.

SEC. 108. (a) Steele Bayou, in Warren, Issaquena, Sharkey, and Washington Counties, Mississippi, Washington Bayou, in Issaquena and Washington Counties, Mississippi, and Lake Washington, in Washington County, Mississippi, are hereby declared to be nonnavigable within the meaning of the laws of the United States.

(b) The project for navigation on Steele Bayou, Washington Bayou, and Lake Washington, authorized by the Rivers and Harbors Acts of July 5, 1884, August 5, 1886, and June 25, 1910, is hereby deauthorized.

23 Stat. 133;
24 Stat. 310;
36 Stat. 630.

SEC. 109. Section 313 of the Act approved October 27, 1965 (79 Stat. 1073), is amended by deleting the date "June 30, 1968" and substituting in lieu thereof "June 30, 1969".

SEC. 110. The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to review the requirements of local cooperation for the Ouachita and Black Rivers navigation projects, authorized by the River and Harbor Act of 1950, as amended, with particular reference to Federal and non-Federal cost sharing, and he shall report the findings of such review to Congress within one year after the date of enactment of this Act.

Ouachita and Black Rivers.

64 Stat. 163.

Report to Congress.

Shore damage prevention, study.

SEC. 111. The Secretary of the Army, acting through the Chief of Engineers, is authorized to investigate, study, and construct projects for the prevention or mitigation of shore damages attributable to Federal navigation works. The cost of installing, operating, and maintaining such projects shall be borne entirely by the United States. No such project shall be constructed without specific authorization by Congress if the estimated first cost exceeds \$1,000,000.

SEC. 112. Section 111 of the River and Harbor Act of 1966 (80 Stat. 1417) is amended by adding at the end thereof the following:

Washington Channel, D. C. Study.

"(g) The Secretary of the Interior shall conduct a study of those areas in the vicinity of the Washington Channel in the District of

Report to
President and
Congress.

East and Hudson
Rivers, N. Y.

Northern Em-
barcadero
area, San
Francisco,
Calif.

Patapsco
River, Md.

Columbia suitable for public visitor parking facilities. Such study shall, among others, consider existing and future visitation, multiple and alternative areas, methods for providing such facilities, and estimated costs and revenues to be derived therefrom. Not later than one hundred and eighty days after the date funds are appropriated to carry out such study, the Secretary shall submit to the President and Congress a report thereon together with his recommendations, including necessary legislation, if any. There is authorized to be appropriated not to exceed \$100,000 to carry out this subsection."

SEC. 113. Those portions of the East and Hudson Rivers in New York County, State of New York, lying shoreward of a line within the United States Pierhead Line as it exists on the date of enactment of this Act, and bounded on the north by the north side of Spring Street extended westerly and the south side of Robert F. Wagner, Senior Place extended eastwardly, are hereby declared to be nonnavigable waters of the United States within the meaning of the laws of the United States. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled. Plans for bulkheading and filling shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

SEC. 114. That portion of the Northern Embarcadero area, beginning at the intersection of the northwesterly line of Bryant Street with the southwesterly line of Spear Street, which intersection lies on the line of jurisdiction of the San Francisco Port Authority; following thence westerly and northerly along said line of jurisdiction as described in the State of California Harbor and Navigation Code Section 1770, as amended in 1961, to its intersection with the easterly line of Van Ness Avenue produced northerly; thence northerly along said easterly line of Van Ness Avenue produced to its intersection with the United States Government pier-head line; thence following said pier-head line easterly and southerly to its intersection with the northwesterly line of Bryant Street produced northeasterly; thence southwesterly along said northwesterly line of Bryant Street produced to the point of beginning, is hereby declared to be nonnavigable waters within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all or any part of the described area. This declaration shall apply only to portions of the above-described area which are bulkheaded and filled or are occupied by permanent pile-supported structures. Plans for bulkheading and filling and permanent pile-supported structures shall be approved by the Secretary of the Army, acting through the Chief of Engineers, on the basis of engineering studies to determine the location and structural stability of the bulkheading and filling and permanent pile-supported structures in order to preserve and maintain the remaining navigable waterway. Local interests shall reimburse the Federal Government for any engineering costs incurred under this section.

SEC. 115. That portion of the Northwest Branch of the Patapsco River located generally south of Pratt Street, east of Light Street, north of Key Highway, in the city of Baltimore, State of Maryland, and being more particularly described as all of that portion of the Northwest Branch of the Patapsco River lying west of a series of lines beginning at the point formed by the intersection of the south side of Pratt Street, as now laid out, and the west side of Pier 3 and running thence binding on the west side of Pier 3, south 04 degrees 19 minutes 47 seconds east 726.59 feet to the southwest corner of Pier 3; thence crossing the Northwest Branch of the Patapsco River, south

23 degrees 01 minutes 15 seconds west 855.36 feet to the point formed by the intersection of the existing pierhead and bulkhead line and the east side of Battery Avenue, last said point of intersection being the end of the first line of the fourth parcel of land conveyed by J. and F. Realty, Incorporated to Allegheny Pepsi-Cola Bottling Company by deed dated December 22, 1965, and recorded among the Land Record of Baltimore City in Liber J. F. C. numbered 2006 folio 345, the location of said pierhead and bulkhead line is based upon the Corps of Engineers, Baltimore District, Baltimore, Maryland, coordinate value for station LIV of said pierhead and bulkhead line, the coordinate value as referred to the Lambert grid plane coordinate system for the State of Maryland of said station LIV being east 2,111,161.40, north 527,709.27 and thence binding on the east side of Battery Avenue, south 03 degrees 09 minutes 07 seconds east 568 feet, more or less, to intersect the north side of Key Highway as now laid out and located is hereby declared to be not a navigable stream of the United States within the meaning of the laws of the United States, and the consent of Congress is hereby given for the filling in of all or any part of the described area.

SEC. 116. (a) The Secretary of the Army is authorized and directed to remove from the Potomac River and to destroy the abandoned ships, ships' hulls, and pilings, located in Mallow's Bay, between Sandy Point and Liverpool Point, Charles County, Maryland, and at Wide Water, south of Quantico, Virginia, and any other abandoned ships formerly among those in Mallow's Bay or at Wide Water which have drifted from those locations. Local interests shall contribute 50 percent of the cost of such work.

Potomac River.
Abandoned ships,
etc.

(b) There is authorized to carry out this section, not to exceed \$175,000.

Appropriation.

SEC. 117. The Chief of Engineers, under the direction of the Secretary of the Army, is hereby authorized to maintain authorized river and harbor projects in excess of authorized project depths where such excess depths have been provided by the United States for defense purposes and whenever the Chief of Engineers determines that such waterways also serve essential needs of general commerce.

SEC. 118. (a) Section 5 of the Act entitled "An Act creating the City of Clinton Bridge Commission and authorizing said commission and its successors to acquire by purchase or condemnation and to construct, maintain, and operate a bridge or bridges across the Mississippi River at or near Clinton, Iowa, at or near Fulton, Illinois", approved December 21, 1944, as revised, amended, and reenacted, is hereby amended by inserting "(a)" immediately after "SEC. 5." and by adding at the end of such section the following new subsection:

Bridge at
Clinton, Iowa
and Fulton, Ill.

58 Stat. 846;
72 Stat. 851.

(b) In addition to the method of payment provided in subsection (a) of this section, the commission and its successors and assigns are hereby authorized to provide for the payment of the cost of dismantling one bridge and of constructing as a replacement therefor a new bridge (including necessary approaches and approach highways) either entirely from a construction fund created in accordance with section 6 of this Act or from both such construction fund and from bonds issued and sold in accordance with subsection (a) of this section. The cost of any bridge constructed under this subsection (together with approaches and approach highways) shall include all costs and expenses included in the case of a bridge constructed under authority of subsection (a) of this section (including its approaches and approach highways)."

(b) The first sentence of section 6 of such Act of December 21, 1944, is amended by striking out the period at the end thereof and inserting

in lieu thereof a comma and the following: "and, if the Commission determines it advisable to do so, to provide a construction fund specifically to pay the cost of dismantling one bridge and constructing a new bridge to replace it as authorized by subsection (b) of section 5 of this Act."

(c) Section 6 of such Act of December 21, 1944, is further amended by adding immediately following the third sentence of such section the following new sentence: "If no bonds or notes are outstanding or if a sinking fund specifically for payment of all outstanding bonds and notes shall have been provided, the remainder of such tolls may, if the Commission determines it advisable to do so, be placed in a construction fund for use in accordance with subsection (b) of section 5 of this Act."

(d) The first sentence of subsection (a) of section 8 of such Act of December 21, 1944, is amended by inserting immediately after "solely for that purpose," the following: "and after any bridge constructed under authority of section 5(b) of this Act shall have been paid for, or sufficient funds are available in the construction fund authorized by section 6 to pay for such bridge,".

(e) The amendments made by this section shall be inapplicable insofar as they authorize the construction of a bridge or bridges unless actual construction thereof is commenced within five years from date of enactment of this section and such construction is complete by January 1, 1980.

Surveys.

SEC. 119. The Secretary of the Army is hereby authorized and directed to cause surveys to be made at the following locations and subject to all applicable provisions of section 110 of the River and Harbor Act of 1950:

64 Stat. 168.

Back River, Maryland, from Chesapeake Bay to the city of Baltimore's waste water treatment plants.

Savannah and Tennessee Rivers, with a view to determining the advisability of providing a waterway connecting the rivers by canals and appurtenant facilities and a waterway connecting Charleston and Port Royal, South Carolina, with the lower Savannah River.

Lake Superior, with a view to determining the advisability of a waterway connecting the lake and the Mississippi River.

SEC. 120. (a) The Secretary of the Army, acting through the Chief of Engineers, is authorized and directed to make studies of:

Streambank erosion, etc.

(1) The nature and scope of the damages which result from streambank erosion throughout the United States, with a view toward determining the need for, and the feasibility of, a coordinated program of streambank protection in the interests of reducing damages from the deposition of sediment in reservoirs and waterways, the destruction of channels and adjacent lands, and other adverse effects of streambank erosion.

(2) The need for and the feasibility of a program for the removal and disposal of drift and other debris, including abandoned vessels, from public harbors and associated channels under the jurisdiction of the Department of the Army.

Report to Congress.

(b) The Secretary shall report to Congress, not later than one year after the date of enactment of this Act, the results of such studies together with his recommendations in connection therewith, including an appropriate division of responsibility between Federal and non-Federal interests.

Citation of title.

SEC. 121. Title I of this Act may be cited as the "River and Harbor Act of 1968".

TITLE II—FLOOD CONTROL

Flood Control
Act of 1968.

SEC. 201. Section 3 of the Act approved June 22, 1936 (Public Law Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public Law Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, except as otherwise provided by law. The authorization for any flood control project herein authorized by this Act requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Secretary of the Army or his designee of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

49 Stat. 1571.
33 USC 701c.
52 Stat. 1215.
33 USC 701c-1.

SEC. 202. The provisions of section 1 of the Act of December 22, 1944 (Public Law Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this Act, and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

58 Stat. 887.
33 USC 701-1.

SEC. 203. The following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein. The necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations hereafter made for flood control so as to be ready for rapid inauguration of a construction program. The projects authorized in this title shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements. Penstocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this Act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission.

Projects.

LOWER CHARLES RIVER, MASSACHUSETTS

The project for flood control on the Lower Charles River, Massachusetts, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 370, Ninetieth Congress, at an estimated cost of \$18,620,000.

CONNECTICUT RIVER BASIN

The project for the Beaver Brook Dam and Reservoir, Beaver Brook, New Hampshire, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 68, Ninetieth Congress, at an estimated cost of \$1,185,000.

The project for flood protection on Park River, Connecticut, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 43, Ninetieth Congress, at an estimated cost of \$30,300,000.

LONG ISLAND SOUND

The project for flood protection on Norwalk River, Connecticut and New York, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 51, Ninetieth Congress, at an estimated cost of \$2,700,000.

DELAWARE-ATLANTIC COASTAL AREA

The project for hurricane-flood protection and beach erosion control along the Delaware Coast from Cape Henlopen to Fenwick Island, at the Delaware-Maryland State Line is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers, in Senate Document Numbered 90, Ninetieth Congress, at an estimated cost of \$5,584,000.

RAPPAHANNOCK RIVER BASIN

The project for the Salem Church Dam and Reservoir Rappahannock River, Virginia, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 37, Ninetieth Congress, at an estimated cost of \$79,500,000.

CAPE FEAR RIVER BASIN

The project for the Randleman Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress, at an estimated cost of \$19,463,000.

The project for the Howards Mill Dam and Reservoir, Deep River, North Carolina, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 343, Ninetieth Congress, at an estimated cost of \$12,460,000.

SOUTH ATLANTIC COASTAL AREA

The project for beach erosion control and hurricane flood protection of Dade County, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 335, Ninetieth Congress, at an estimated cost of \$11,805,000.

HILLSBOROUGH BAY, FLORIDA

The project for hurricane-flood control protection on Hillsborough Bay, Florida, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 313, Ninetieth Congress, at an estimated cost of \$9,909,000, except that construction of the barrier across Hillsborough Bay shall not be undertaken until the Chief of Engineers completes further detailed studies covering related water resource problems, including a comprehensive model study of the entire Tampa Bay area, and until sixty days after the date of submission of a report on such studies to the Committees on Public Works of the Senate and House of Representatives.

CENTRAL AND SOUTHERN FLORIDA

The project for Central and Southern Florida, authorized by the Flood Control Act of June 30, 1948, is further modified in accordance with the recommendations of the Chief of Engineers in Senate Document

ment Numbered 101, Ninetieth Congress, at an estimated cost of \$8,072,000, and in accordance with House Document Numbered 369, Ninetieth Congress, at an estimated cost of \$58,182,000.

PASCAGOULA RIVER BASIN

The project for the Tallahala Creek Dam and Reservoir, Tallahala Creek, Mississippi, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 143, Ninetieth Congress, at an estimated cost of \$16,360,000.

LOWER MISSISSIPPI RIVER BASIN

The project for flood control and improvement of the lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534), as amended and modified, is hereby further modified and expanded to include the following items:

Project modification.

33 USC 702a-702m.

(1) The project for the St. Francis River Basin, Arkansas and Missouri, authorized by the Flood Control Act approved June 15, 1936 (Public Law 74-678), as modified by subsequent Acts of Congress, including the Flood Control Act of 1965. Public Law 89-298 is hereby further modified to provide that the requirements of local cooperation for the improvements authorized in the Flood Control Act of 1965, shall conform to those requirements for local cooperation in the Saint Francis River Basin authorized in previous Acts of Congress, substantially as recommended by the Chief of Engineers in Senate Document Numbered 11, Ninetieth Congress.

49 Stat. 1508.

79 Stat. 1073.

(2) Improvements in the Boeuf and Tensas Rivers and Bayou Macon Basin to divert flows that would otherwise enter Lake Chicot, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 168, Ninetieth Congress, at an estimated cost of \$15,240,000, except that prior to initiation of construction of the project, local interests shall agree that no fees shall be charged for admission to Lake Chicot and to public recreation areas adjoining Lake Chicot and that user fees at such lake and areas shall be devoted to recreation purposes.

(3) Improvements in the Belle Fountain ditch and tributaries, Missouri, and Drainage District Number 17, Arkansas, substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 339, Ninetieth Congress, at an estimated cost of \$4,638,000.

WHITE RIVER BASIN

The project for flood protection on Crooked Creek at and in the vicinity of Harrison, Arkansas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 28, Ninetieth Congress, at an estimated cost of \$2,840,000.

BRAZOS RIVER BASIN

The project for the Aquilla Dam and Reservoir, Aquilla Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 52, Ninetieth Congress, at an estimated cost of \$23,612,000.

NAVASOTA RIVER BASIN

The project for the Navasota River, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 341, Ninetieth Congress, at an estimated cost of \$119,707,000.

CLEAR CREEK, TEXAS

The project for flood protection on Clear Creek, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 351, Ninetieth Congress, at an estimated cost of \$12,600,000.

PECAN BAYOU, TEXAS

The project for flood protection on Pecan Bayou, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 350, Ninetieth Congress, at an estimated cost of \$24,861,000.

GULF OF MEXICO

The project for hurricane-flood control at Texas City and vicinity, Texas, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 187, Ninetieth Congress, at an estimated cost of \$10,990,000.

UPPER MISSISSIPPI RIVER BASIN

The project for flood protection on the Mississippi River from Cassville, Wisconsin, to mile 300, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 348, Ninetieth Congress, at an estimated cost of \$21,300,000.

The project for flood protection of State Road and Ebner Coulees, city of La Crosse and Shelby Township, Wisconsin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 360, Ninetieth Congress, at an estimated cost of \$6,849,000.

RED RIVER OF THE NORTH

The project for flood protection on the South Branch of the Wild Rice River and Felton Ditch, Minnesota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 98, Ninetieth Congress, at an estimated cost of \$1,230,000.

OHIO RIVER BASIN

The project for flood protection on the Ohio River in Southwest Jefferson County, Kentucky, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 340, Ninetieth Congress, at an estimated cost of \$19,800,000.

The project for the Utica Dam and Reservoir and flood protection at Newark, Licking River Basin, Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 337, Ninetieth Congress, at an estimated cost of \$32,953,000.

WABASH RIVER BASIN

The project for flood control and related purposes in the Wabash River Basin, Indiana, Illinois, and Ohio, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 96, Ninetieth Congress, and

the Big Walnut Dam and Reservoir is authorized substantially in accordance with the plan for such project set forth in the report of the Chief of Engineers in said document. There is hereby authorized to be appropriated the sum of \$50,000,000, for initiation and partial accomplishment of the project, except that construction of the Big Walnut Dam and Reservoir shall not be initiated until approved by the President.

Appropriation.

MISSOURI RIVER BASIN

The project for the Bear Creek Dam and Reservoir, South Platte River, Colorado, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 87, Ninetieth Congress, at an estimated cost of \$32,314,000.

South Platte River, Colo.

The project for flood protection on the Big Sioux River at and in the vicinity of Sioux City, Iowa and South Dakota, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 94, Ninetieth Congress, at an estimated cost of \$2,750,000. With respect to that portion of the project above Sioux City, Iowa, approved in accordance with House Document Numbered 199, Eighty-eighth Congress, in the Flood Control Act of 1965 (Public Law 89-298), there shall be mutual agreement between the States of Iowa and South Dakota on a flood control plan and a plan for mitigation of fish and wildlife losses with respect to said portion within six months following completion of the reservoir study for the upper basin of the Big Sioux River and the Rock River now underway and receipt of copies of said report by the Governors of the States of Iowa and South Dakota. If said mutual agreement is not reached within said time, approval of said flood control plan and plan for mitigation of fish and wildlife losses shall be made by a committee consisting of one representative each appointed by the Chief of Engineers, the Secretary of the Interior, and the Secretary of Agriculture.

Big Sioux River, S. Dak.

79 Stat. 1073.

The project for flood protection and other purposes in the Papillion Creek Basin, Nebraska, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 349, Ninetieth Congress, at an estimated cost of \$26,800,000.

Papillion Creek Basin, Nebr.

The project for the Davids Creek Dam and Reservoir, Nishnabotna River, Iowa, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 142, Ninetieth Congress, at an estimated cost of \$2,040,000.

Nishnabotna River, Iowa.

The project for flood control and other purposes on the Little Blue River in the vicinity of Kansas City, Missouri, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 169, Ninetieth Congress, at an estimated cost of \$38,492,000.

The second paragraph under the heading "Missouri River Basin" of the Act entitled "An Act authorizing additional appropriations for the prosecution of comprehensive plans for certain river basins", approved December 30, 1963 (77 Stat. 840), is hereby amended to read as follows:

"The comprehensive plan for flood control and other purposes in the Missouri River Basin, authorized by the Flood Control Act of June 28, 1938, as amended and supplemented, is further modified to include such bank protection or rectification works at or below the Garrison Reservoir as in the discretion of the Chief of Engineers and the Secretary of the Army may be found necessary, at an estimated cost of \$7,040,000."

52 Stat. 1218.

33 USC 701b etc.

JORDAN RIVER BASIN

The project for the Little Dell Dam and Reservoir, Salt Lake City Streams, Utah, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 53, Ninetieth Congress, at an estimated cost of \$22,664,000.

SACRAMENTO RIVER BASIN

The project for flood protection on the Feather River at Chester, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 314, Ninetieth Congress, at an estimated cost of \$940,000.

SANTA ANA RIVER BASIN

The project for flood protection, and other purposes on Cucamonga Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 323, Ninetieth Congress, at an estimated cost of \$26,300,000.

SAN FRANCISCO BAY AREA

The project for flood control on Alhambra Creek, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 336, Ninetieth Congress, at an estimated cost of \$8,000,000.

MAD RIVER, CALIFORNIA

The project for flood control on the Mad River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 359, Ninetieth Congress, at an estimated cost of \$38,600,000.

SWEETWATER RIVER BASIN

The project for flood control on the Sweetwater River, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 148, Ninetieth Congress, at an estimated cost of \$4,900,000.

TANANA RIVER BASIN

The project for flood control in the Tanana River Basin in the vicinity of Fairbanks, Alaska, is hereby modified substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 89, Ninetieth Congress, at an estimated cost of \$111,700,000.

I AO STREAM, HAWAII

The project for flood protection and other purposes on Iao Stream, Hawaii, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 151, Ninetieth Congress, at an estimated cost of \$1,660,000.

SEC. 204. The Secretary of the Army, acting through the Chief of Engineers, is authorized to provide such school facilities as he may deem necessary for the education of dependents of persons engaged in the construction of the Dworshak Dam and Reservoir project, Idaho, and to pay for the same from any funds available for such project.

When he determines it to be in the public interest, the Secretary, acting through the Chief of Engineers, may enter into cooperative arrangements with local and Federal agencies for the operation of such Government facilities, for the expansion of local facilities at Federal expense, and for contributions by the Federal Government to cover the increased cost to local agencies of providing the educational services required by the Government.

SEC. 205. The project for flood protection at Ironton, Ohio, authorized by the Flood Control Act of August 28, 1937, is hereby modified so as to provide for the installation by the Secretary of the Army, acting through the Chief of Engineers, of aluminum closure structures at gates numbered 10, 17, and 18, located at Second and Orchard Streets, Second Street west of Storms Creek, and Second and Ellison Streets, respectively, at an estimated cost of \$58,000.

Ironton, Ohio.
50 Stat. 876.

SEC. 206. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Weber River, Utah shall expire on April 16, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

Weber River,
Utah.

SEC. 207. That, notwithstanding the first proviso in section 201 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes", approved July 3, 1958 (72 Stat. 305), the authorization in section 203 of such Act of projects for local protection on the Pecos River at Carlsbad, New Mexico, shall expire on May 19, 1972, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

Pecos River,
N. Mex.

SEC. 208. The project for flood protection on the Gila River below Painted Rock Reservoir, Arizona, authorized by the Flood Control Act of 1962 (76 Stat. 1180, 1190), substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 116, Eighty-seventh Congress, is hereby modified to provide that local cooperation shall consist of the requirements that, prior to construction, local interests give assurances satisfactory to the Secretary of the Army that they will: (1) make a cash contribution of \$700,000, to be paid either in a lump sum prior to initiation of construction or in installments prior to the start of pertinent work items in accordance with construction schedules, as determined by the Chief of Engineers, except that the reasonable value, as determined by the Chief of Engineers, of any lands, easements, rights-of-way, and relocations, furnished by the local interests shall be deducted from the required cash contribution; (2) hold and save the United States free from damages due to the construction works; (3) maintain and operate all works after completion in accordance with regulations prescribed by the Secretary of the Army.

Gila River,
Ariz.

SEC. 209. (a) Whenever any State, or any agency or instrumentality of a State or local government, or any nonprofit incorporated body organized or chartered under the law of the State in which it is located, or any nonprofit association or combination of such bodies, agencies or instrumentalities, shall undertake to secure any lands or interests therein as a site for the resettlement of families, individuals, and business concerns displaced by a river and harbor improvement, flood control or other water resource project duly authorized by Congress, and when it has been determined by the Secretary

Acquisition
of land for
resettlement.

40 USC 258a-
258e.
Condemnation
expenses.

Bond.

Acquisition
provisions.

Conveyance to
State, public
or private non-
profit body.

Entrance or
admission fees.

Wabash River
Basin, Ill.-
Ind.
60 Stat. 652.

of the Army that the State is unable to acquire necessary lands or interests in lands or is unable to acquire such lands or interests in lands with sufficient promptness, the Secretary, upon the request of the Governor of the State in which such site is located, and after consultation with appropriate Federal, State, interstate, regional, and local departments and agencies, is authorized, in the name of the United States and prior to the approval of title by the Attorney General, to acquire, enter upon, and take possession of such lands or interests in lands by purchase, donation, condemnation or otherwise in accordance with the laws of the United States (including the Act of February 26, 1931 (46 Stat. 1421)). All expenses of said acquisition and any award that may be made under a condemnation proceeding, including costs of examination and abstract of title, certificate of title, appraisal, advertising, and any fees incident to acquisition, shall be paid by such State or body, agency, or instrumentality. The State, agency, instrumentality, or nonprofit body may repay such amounts from any funds made available to it for such purposes by any Federal department, agency, or instrumentality (other than the Department of the Army) having authority to make funds available for such a purpose. Pending such payment, the Secretary may expend from any funds hereafter appropriated for the project occasioning such acquisition such sums as may be necessary to carry out this section. To secure payment, the Secretary may require any such State or agency, body, or instrumentality to execute a proper bond in such amount as he may deem necessary before acquisition is commenced. Any sums paid to the Secretary by any such State or agency, body or instrumentality shall be deposited in the Treasury to the credit of the appropriation for such project.

(b) No acquisition shall be undertaken under the authority of this section unless the Secretary has determined, after consultation with appropriate Federal, State, and local governmental agencies that (1) the development of a site is necessary in order to alleviate hardships to displaced persons; (2) the location of the site is suitable for development in relation to present or potential sources of employment; and (3) a plan for development of the site has been approved by appropriate local governmental authorities in the area or community in which such site is located.

(c) The Secretary is further authorized and directed by proper deed, executed in the name of the United States, to convey any lands or interests in land acquired in any State under the provisions of this section, to the State, or such public or private nonprofit body, agency, or institution in the State as the Governor may prescribe, upon such terms and conditions as may be agreed upon by the Secretary, the Governor, and the agency to which the conveyance is to be made.

SEC. 210. No entrance or admission fees shall be collected after March 31, 1970, by any officer or employee of the United States at public recreation areas located at lakes and reservoirs under the jurisdiction of the Corps of Engineers, United States Army. User fees at these lakes and reservoirs shall be collected by officers and employees of the United States only from users of highly developed facilities requiring continuous presence of personnel for maintenance and supervision of the facilities, and shall not be collected for access to or use of water areas, undeveloped or lightly developed shoreland, picnic grounds, overlook sites, scenic drives, or boat launching ramps where no mechanical or hydraulic equipment is provided.

SEC. 211. The Mason J. Niblack levee feature of the project for flood control in the Wabash River Basin, Illinois and Indiana, authorized by the Flood Control Act approved July 24, 1946, is hereby modified to provide for the installation by the Secretary of the Army, acting

through the Chief of Engineers, and operation and maintenance by local interests, of pumping facilities to remove ponded interior drainage from the area protected by the levee, at an estimated cost of \$500,000.

SEC. 212. The Secretary of the Army, acting through the Chief of Engineers, is authorized to amend Contract Numbered DA-45-108-CIVENG-66-68, between the United States and the Montana State Highway Commission for the relocation of Montana State Highway 37 in connection with the construction of the Libby Dam project, so as to provide that the design standards for the relocation shall be those adopted by the State of Montana pursuant to the provisions of the Highway Safety Act of 1966 (80 Stat. 731).

Montana State
Highway 37.

SEC. 213. The project for flood control and improvement of the Lower Mississippi River, adopted by the Act of May 15, 1928 (45 Stat. 534) as amended and modified, is further modified to provide pumping plants and other drainage facilities in Cairo, Illinois, and vicinity, to the extent found economically justified by the Chief of Engineers, subject to the conditions that local interests (1) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the work; (2) hold and save the United States free from damages due to the construction work; and (3) maintain and operate all works after completion.

23 USC 401
note.
Lower Mississippi
River.
33 USC 702a.

SEC. 214. The project for the Sanders Creek Red River Basin, Texas, is hereby modified to provide for the acquisition of additional privately owned lands aggregating approximately seven hundred and fifty acres located within the boundaries of former Camp Maxey, Lamar County, Texas, for the purpose of consolidating Federal ownership of areas as may be needed for wildlife purposes in connection with the Pat Mayse Dam and Reservoir project, and to facilitate the establishment of a wildlife refuge or wildlife management area. The lands so acquired will be made available to the Secretary of the Interior or to the State of Texas in accordance with established administrative procedures pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.). The acquisition of such lands may be deferred until such time as assurances are given, satisfactory to the Chief of Engineers, that a wildlife refuge or wildlife management area will be established.

Sanders Creek
Red River Basin,
Texas.

SEC. 215. (a) The Secretary of the Army, acting through the Chief of Engineers, may, when he determines it to be in the public interest, enter into agreements providing for reimbursement to States or political subdivisions thereof for work to be performed by such non-Federal public bodies at water resources development projects authorized for construction under the Secretary of the Army and the supervision of the Chief of Engineers. Such agreements may provide for reimbursement of installation costs incurred by such entities or an equivalent reduction in the contributions they would otherwise be required to make, or in appropriate cases, for a combination thereof. The amount of Federal reimbursement, including reductions in contributions, for a single project shall not exceed \$1,000,000.

60 Stat. 1080;
72 Stat. 563.

(b) Agreements entered into pursuant to this section shall (1) fully describe the work to be accomplished by the non-Federal public body, and be accompanied by an engineering plan if necessary therefor; (2) specify the manner in which such work shall be carried out; (3) provide for necessary review of design and plans, and inspection of the work by the Chief of Engineers or his designee; (4) state the basis on which the amount of reimbursement shall be determined; (5) state that such reimbursement shall be dependent upon the appropriation of funds applicable thereto or funds available therefor, and shall not take precedence over other pending projects of higher priority for improvements; and (6) specify that reimbursement or credit for non-

Reimbursement
to States, etc.

Agreement
provisions.

Federal installation expenditures shall apply only to work undertaken on Federal projects after project authorization and execution of the agreement, and does not apply retroactively to past non-Federal work. Each such agreement shall expire three years after the date on which it is executed if the work to be undertaken by the non-Federal public body has not commenced before the expiration of that period. The time allowed for completion of the work will be determined by the Secretary of the Army, acting through the Chief of Engineers, and stated in the agreement.

(c) No reimbursement shall be made, and no expenditure shall be credited, pursuant to this section, unless and until the Chief of Engineers or his designee, has certified that the work for which reimbursement or credit is requested has been performed in accordance with the agreement.

(d) Reimbursement for work commenced by non-Federal public bodies no later than one year after enactment of this section, to carry out or assist in carrying out projects for beach erosion control, may be made in accordance with the provisions of section 2 of the Act of August 13, 1946, as amended (33 U.S.C. 426f). Reimbursement for such work may, as an alternative, be made in accordance with the provisions of this section, provided that agreement required herei shall have been executed prior to commencement of the work. Expenditures for projects for beach erosion control commenced by non-Federal public bodies subsequent to one year after enactment of this section may be reimbursed by the Secretary of the Army, acting through the Chief of Engineers, only in accordance with the provisions of this section.

(e) This section shall not be construed (1) as authorizing the United States to assume any responsibilities placed upon a non-Federal body by the conditions of project authorization, or (2) as committing the United States to reimburse non-Federal interests if the Federal project is not undertaken or is modified so as to make the work performed by the non-Federal Public body no longer applicable.

(f) The Secretary of the Army is authorized to allot from any appropriations hereafter made for civil works, not to exceed \$10,000,000 for any one fiscal year to carry out the provisions of this section. This limitation does not include specific project authorizations providing for reimbursement.

SEC. 216. (a) The Secretary of the Army shall, without monetary consideration, extend until October 1, 1964, the rights described in this section which were reserved until July 1, 1964, to any former owner (including his heirs, administrators, executors, successors, and assigns) of the subsurface estate of any real property acquired by the United States in connection with the construction of the Carlyle Reservoir project on the Kaskaskia River, Illinois. The reserved rights referred to in this section are more particularly described as the reservation of all oil, gas, and other minerals of like fugacious character, together with rights necessary for the purpose of exploration, development, production, and removal thereof within the Boulder Oil Field, and restricted to section 2, township 2 north, range 2 west, and sections 34, 35, and 36 in township 3 north, range 2 west, Clinton County, Illinois.

(b) The Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to such persons designated by the Secretary of the Army, whose rights are authorized to be extended by subsection (a) of this section, the amount of money determined by the Secretary of the Army to represent their respective interests in royalty payments received by the United States for the authorized three-month extended period. The total payments so made shall not exceed the sum of \$6,401.16.

76 Stat. 1178.

Appropriation.

Carlyle Reservoir, Kaskaskia River, Ill.

SEC. 217. (a) No provision of law heretofore or hereafter enacted which limits the number of persons who may be appointed as full-time civilian employees, or temporary and part-time employees, in the executive branch of the Government shall apply to employees of the Tennessee Valley Authority engaged in its power program and paid exclusively from other than appropriated funds. In applying any such provision of law to other departments and agencies in the executive branch, the number of such employees of the Tennessee Valley Authority shall not be taken into account.

TVA.
Power program
employees.

(b) No provision of law that seeks to limit expenditures and net lending during the fiscal year ending on June 30, 1969, under the Budget of the United States Government, shall apply to expenditures by the Tennessee Valley Authority out of the proceeds from its power operations, from the sale of any power program assets, or from power revenue bonds, notes, or other evidences of indebtedness.

SEC. 218. The Chief of Engineers is directed to review the project for the Devils Jumps Dam and Reservoir, Big South Fork of the Cumberland River, Kentucky and Tennessee, and report to the Congress not later than December 31, 1969, on the feasibility of such project for the purposes of House Document Numbered 175, Eighty-ninth Congress. The Chief of Engineers, the Secretary of the Interior and the Secretary of Agriculture shall review and prepare such alternative plans as they may determine feasible and appropriate for the use of the Big South Fork of the Cumberland River and its tributaries in Kentucky and Tennessee and necessary contiguous areas for recreational, conservation, or preservation uses of such area and report to the Congress not later than December 31, 1969. The construction of such project or any alternative project shall not be initiated until such reports have been made to and approved by the Congress. Such funds as may be necessary to carry out this section are hereby authorized.

Project review.
Report to
Congress.

SEC. 219. The Secretary of the Army is hereby authorized and directed to cause surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects, to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its territorial possessions, which include the localities specifically named in this section. After the regular or formal reports made on any survey authorized by this section are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to Congress, if such review is required by the national defense or by changed physical or economic conditions.

Surveys.

Burnett, Crystal, and Scotts Bays and vicinity, Baytown, Texas, in the interest of flood control, drainage, and related water and land resources, including specifically the problems of general subsidence of the area and flood problems created thereby.

Linville Creek, Caney Creek and Tres Palacios, Texas, in the interest of flood control and related purposes.

Oso Creek, Texas, in the interest of flood control and related purposes.

Maddaket, Smith's Point and Broad Creek, Massachusetts, in the interest of flood control, hurricane protection, navigation and related purposes.

Streams at and in the vicinity of the Spring Mountain Youth Camp, Spring Mountain Range, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Virgin River, at and in the vicinity of Bunkerville, Mesquite, and Riverside, Nevada, in the interest of flood control, bank erosion control, and allied purposes.

Cuyahoga River from Upper Kent to Portage Trail in Cuyahoga Falls, Ohio, in the interest of flood control, pollution abatement, low flow regulation, and other allied water purposes.

Kalihi Stream, Honolulu, Oahu, Hawaii.

Citation of
title.

SEC. 220. Title II of this Act may be cited as the "Flood Control Act of 1968".

TITLE III—RIVER BASIN MONETARY AUTHORIZATIONS

SEC. 301. That (a) in addition to previous authorizations, there is hereby authorized to be appropriated for the prosecution of the comprehensive plan of development of each river basin under the jurisdiction of the Secretary of the Army referred to in the first column below, which was basically authorized by the Act referred to by date of enactment in the second column below, an amount not to exceed that shown opposite such river basin in the third column below :

Basin	Act of Congress	Amount
Alabama-Coosa River.....	Mar. 2, 1945	\$29,000,000
Arkansas River.....	June 28, 1938	108,000,000
Brazos River.....	Sept. 3, 1954	2,000,000
Central and southern Florida.....	June 30, 1948	15,000,000
Columbia River.....	June 28, 1938	193,000,000
Missouri River.....	June 28, 1938	38,000,000
Ohio River.....	June 22, 1936	35,000,000
Ouachita River.....	May 17, 1950	10,000,000
San Joaquin River.....	Dec. 22, 1944	17,000,000
South Platte River.....	May 17, 1950	12,000,000
Upper Mississippi River.....	June 28, 1938	5,000,000
White River.....	June 28, 1938	2,000,000

(b) The total amount authorized to be appropriated by this section shall not exceed \$466,000,000.

SEC. 302. In addition to the previous authorization, the completion of the system of flood control reservoirs on the West Branch Susquehanna River, Pennsylvania, authorized by the Flood Control Act of 1954, is hereby authorized at an estimated cost of \$3,000,000.

SEC. 303. Title III of this Act may be cited as the "River Basin Monetary Authorization Act of 1968".

Approved August 13, 1968.

68 Stat. 1248.
33 USC 701-1
note-706.
Citation of
title.

LEGISLATIVE HISTORY:

HOUSE REPORTS: No. 1709 (Comm. on Public Works) and No. 1819 (Comm. of Conference).

SENATE REPORT No. 1342 (Comm. on Public Works).

CONGRESSIONAL RECORD, Vol. 114 (1968):

July 2: Considered and passed Senate.

July 15: Considered and passed House, amended.

July 31: House agreed to conference report.

Aug. 1: Senate agreed to conference report.



